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## JACKIE STEWART

1969 British Grand Prix, Copse Corner, Silverstone.

Jackie Stewart Matra Ford MS80



## GETHIN, HULME, STEWART, AMON

1970 British Grand Prix, Silverstone.

Peter Gethin, Denny Hulme, Jackie Stewart, Chris Amon



## GRAHAM HILL

1962 Monaco Grand Prix, Monte Carlo



## JACKIE STEWART

1969



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**JACKIE STEWART AND GRAHAM HILL**

1967 British Grand Prix



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*The Montlhery and Watkins Glen Winning*  
*Cavallino Classic Platinum Award Winner*  
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**ALLOY BERLINETTA**  
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Ferrari Classiche Certified

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# Editorial

While I was at university, we took part in a mock press conference, during which our lecturer had to come up with the name of a fictional school. "Er, Brooklands," he said, after which a keener student than I asked him to spell it. He did, then, as an afterthought, added: "Like the race track." At that point, my ears pricked up. It turned out that Bob – we always used Christian names for our lecturers; it was a very modern establishment – had a family link to the Surrey circuit. His surname was Benjafield, and he was the grandson of 'Bentley Boy' Dudley, who won the 1927 Le Mans 24 Hours alongside 'Sammy' Davis.

I've long had a weakness for early Bentleys. I was recently chatting to someone about which pre-war cars would be first into our 'dream garage', and both of us fancied a 3 Litre. To be honest, any model would do. Mention of the 4½ Litre, for example, always brings to mind Brockbank's cartoon depicting the showroom of a 'Specialist in four-and-a-half Bentleys'. Inside are four complete cars alongside another that has been cut in half...

It's not often that we feature a pre-war car as the main image on our cover, but we considered this month's Speed Six to be suitably significant and spectacular to warrant it. More than 80 years later, the modern incarnation of Bentley still feeds off the achievements of those pre-Derby days. One look at this historic car is enough to tell you why. **JAMES PAGE**

## AC Cobra confusion



Spending a day with Rod Leach's Cobra for last month's cover feature was an absolute pleasure, covering plenty of miles in blazing sunshine. Which makes it all the more irritating that a mistake – entirely of my own doing – crept into the text. I wrote that, during the 1960s, COB 6034 'was rebuilt around chassis 6056', which was incorrect. Chassis 6056 is alive and well, and has been regularly used by its UK owner for the past 30 years or so. How 6034 acquired the bonnet latch and door hinge brackets stamped with '056' is not known, but its provenance as 6034 is well documented and undisputed. Apologies for the misunderstanding.

## Online offerings



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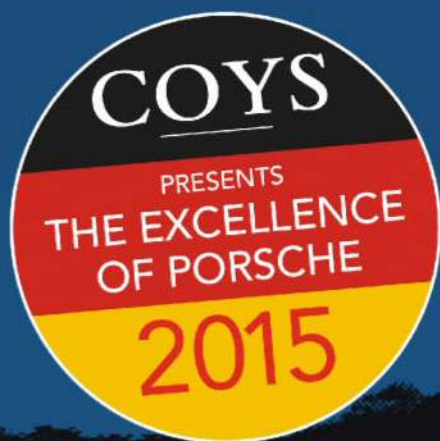
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# COYS

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#### PLUS ÇA CHANGE...

The famous Le Bonaparte brasserie in the Saint-Germain des Prés district of the French capital has barely altered in 50 years. This fascinating shot was taken in 1966 when the Renault 16 won Car of The Year. Andrew Roberts toasts a half-century of the first mainstream hatchback on p162 *Autocar*



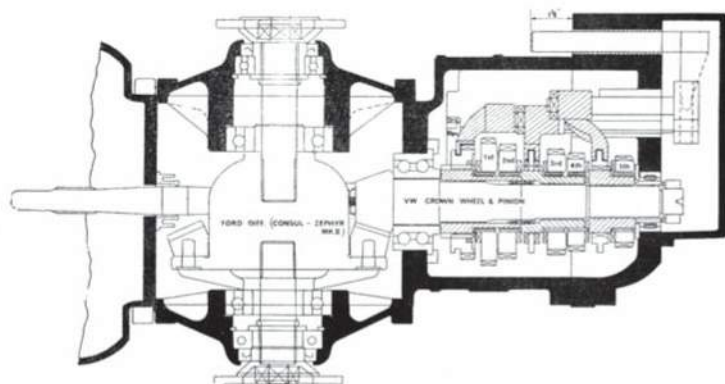
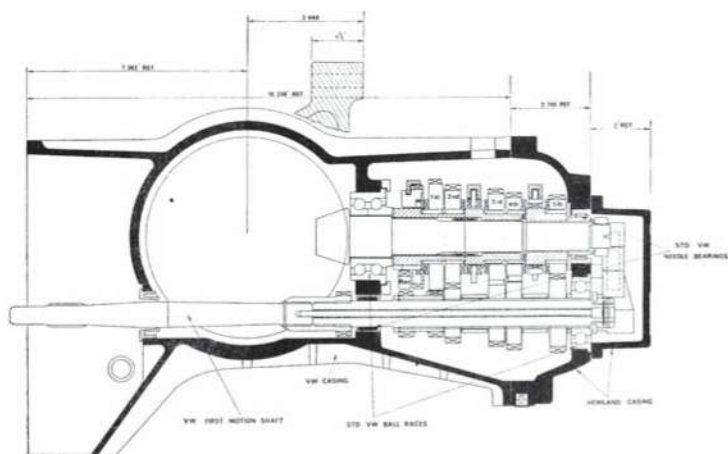
#### THE 'LORRIES' THAT BEAT THE RACERS

This wonderfully evocative photo shows the heroic SCH 'Sammy' Davis gunning the legendary Bentley Speed Six 'Old Number 3' during the Le Mans 24 Hours in 1930. The surface was more like a dirt track in those days (see p118) *Automobile Club de l'Ouest*



## PROFESSIONALS VISIT LONE STAR STATE

The PCS International took in Hobby Airport's 1940 Terminal Museum, especially for Joe Shea's 1962 Stageway Chevrolet eight-door airport limo. It's with George Cantu's '68 Miller-Meteor Cadillac hearse/ ambulance combination and Mark Wilson's 1948 Henney Packard (see p24) Gregg D Merksamer



## HISTORIC HILLCLIMB RECOGNISED

The Transport Trust unveiled a 'Red Wheel' at Shelsley Walsh during this year's Classic Nostalgia meeting to recognise its contribution to motorsport. Present at the ceremony were (left to right) Sir Anthony Winnington, Julian Ghosh, Derek Bell, Norman Dewis and John Moody *Jeff Bloxham*

## INNER WORKINGS OF A GEARBOX

This month, Alain de Cadenet pays tribute to Mike Hewland (see p298). Deep in the LAT archives, we came across this cutaway of Hewland's Mk4, the first of his VW-based gearboxes to have a forward-facing selector lever. As noted on the drawing, it employed a Ford Consul Mk2 differential LAT



Pittaway's Fiat S76 with monster, 28-litre 'four' shot flames during its popular runs. Right: impressive rally entry included two Lancia 037s



## BEAST AND ROSSI STORM GOODWOOD

Latin legends starred at the 23rd Goodwood Festival of Speed with Duncan Pittaway's flame-spitting 28-litre Fiat S76 and nine-times World Champion motorcycle racer Valentino Rossi the toast of the high-octane garden party. Pittaway's 116mph, 300hp 1911 monster headed a magnificent group of early titans including six machines of over 20-litres. "It still really intimidates me, but I'm humbled by the reaction," said Pittaway.

Rossi, straight from his Dutch TT victory, embraced the Festival with typically enthusiastic style, driving Mazda's 1991 Le Mans-winning 787B, a Lancia Delta S4 and Porsche 962, plus a 2015 Yamaha YZR-M1 to the delight of fans. A stellar American line-up included NASCAR king Richard Petty, and drag-racing legend Don 'Big Daddy' Garlits, who gamely launched Swamp Rat 1 with several spectacular burnouts up the unsuitable Goodwood drive.

Gerry Judah did main sponsor Mazda proud with one of his finest centrepieces, a 36m-high structure that spiralled a Group C 787B and PlayStation concept skyward. The

Japanese marque gathered a remarkable group of rotary-powered racers for the occasion.

Mercedes-Benz selected the Festival for the one-off 60th anniversary reunion of the 300SLRs, and the row of the seven world-beating sports cars – five open versions and two coupés – was the talk of the paddock. The Deutsches Museum in Munich sadly declined to provide its SLR to complete the set. Twice a day, four of the Silver Arrows ran up the hill, led by Sir Stirling Moss in '722' with teammate Hans Herrmann in convoy.

Local hero Derek Bell was honoured in style with a comprehensive group of former steeds ranging from Brabham-Ford BT30 to the Harrods McLaren F1 GTR that 'Dinger' shared with his son Justin and Andy Wallace to third at Le Mans in 1995. Youngest son Sebastian joined in the parade with Dad's Porsche 924 Carrera GT.

The tense shootout on Sunday was won by Olly Clark, son of rally legend Roger, in a 780bhp Subaru Impreza at 44.91 secs, but historic racers also impressed, particularly Festival debutant Michael Lyons.



Young Lyons impressed in Hesketh 308E



Moss in 722 leads mighty 300SLR parade



Mullin sent five cars for Fogni et Falaschi tribute, including Cartier-winning Talbot T150





The 24 year old hit 145mph on the straight in the Hesketh 308E, but after a small mistake at Molecomb he was pipped for fourth by Jeremy Smith's six-wheeled March. Other highlights of the gripping contest were David Franklin's committed charge to 12th in the stunning '69 Ferrari 312P and Mark Walker's spectacular sideways performance in the Darracq 200hp. Complete with a riding mechanic, in posting 69.57 secs, Walker beat a GT40 and Grand Prix Alfa Romeo P3.

A wonderful 1937 Talbot-Lago T150 'Teardrop' coupé scooped the 20th Cartier Style et Luxe, its seductive form winning the hearts of a celebrity judging panel that included Ferrari styling director Flavio Manzoni. "I love this era, and the Talbot's proportions are unbeatable," said industrial design

guru Marc Newson. "It's one of the sexiest cars ever built."

Other special classes included a 60th-birthday tribute to the Citroën DS, marked with a superb set of cars ranging from class-winning production DS19 Berline to rare Chapron-bodied DS23 Coupé Le Mans. Jaroslaw Pawluk's mint DS 21 Familiale with its rare extra seat option was a popular attraction. It will now head for the owner's holiday home in Ibiza where it will be used as family transport.

Nigel Webb's V12-powered Jaguar XJ220 topped The 200mph Club award, while the coachbuilt Ferrari set was won by the 500 Superfast of John Collins. "We've recently had one in the Ferrari design studio to study for the new FF," said Manzoni. "Great designs from the past always influence me."



Petty climbs out of Plymouth Superbird



Ragnotti starred in Renault 5 Maxi Turbo



Walker was spectacular on every timed run with the Land Speed Record Darracq 200hp

## Our Festival favourites

### BOLSTER SPECIAL 'BLOODY MARY'

Designed and built by brothers John and Richard Bolster as a schoolboy project to race around a local field, 'BM' was continually developed into one of the fastest pre-war hillclimb and sprint specials. The ash frame was propelled by various configurations of JAP and, rather than adopt supercharging, a second engine was fitted in 1933. The low, 2-litre, 7cwt chain-drive machine developed 110bhp and, on methanol, was good for 125mph. Buried under rubbish in a barn during WW2, Bloody Mary was recommissioned for a return, but a big ERA crash at Silverstone in 1949 prompted John Bolster to give up competition and launch Autosport with Gregor Grant.



### DELAHAYE TYPE 165

The sensational coachwork of Figoni et Falaschi was featured in a special class of the Cartier Style et Luxe concours. Among these Gallic greats was Peter Mullin's 1939 Delahaye Type 165 cabriolet with its enclosed wheels, and novel disappearing windscreen. When engine-less it was the talk of the 1939 New York World's Fair, but was impounded by US customs with the outbreak of WW2. Roger Barlow bought it at auction in 1946 and fitted a Cadillac motor and it was later discovered in Hawaii in the 1980s by Mullin. During restoration, it was finally fitted with the planned exotic V12 engine.



### FERRARI 512M

A special tribute to local lad Derek Bell included a spectacular group of sports-prototypes ranging from Porsche 917 to McLaren F1 GTR. The five-times Le Mans winner made his debut at La Sarthe in 1970 teamed with Swedish sensation Ronnie Peterson in a works Ferrari 512, but engine failure prompted early retirement. After acquisition by Solar Productions by Steve McQueen's *Le Mans*, the car burst into flames during filming with Bell suffering burns. He had happier memories of the Ecurie Francorchamps 512S - chassis 1030 70, which he drove up the hill. It was later converted to 'M' spec and campaigned by Alain de Cadenet and Willie Green.



### MAZDA RX-792P

With Mazda the central theme, raucous rotary racers gathered in force at the Festival, including several little-seen prototypes built for American championships. Highlights included the ex-Pete Halsmer 1990 IMSA GTO-winning RX7-GTO and the short-lived 1991 RX-792P (below). After the FIA banned rotaries from Le Mans, Mazda focused on the American GTP series with a small operation based in Charlotte, North Carolina. Designed by Lee Dykstra and Randy Whittle, the four-rotor RX-792P was fraught with fires and crashes, but was quick when running. After a troubled 1992 season, Mazda pulled the plug in 1993 and its full potential was never realised.





# DVLA: PROVE YOUR CAR'S HISTORY



The latest controversy began after the DVLA looked into Bugatti registrations, but could have wider implications

Controversy between the DVLA and Bugatti Owners' Club is threatening to throw the subject of age-related registrations into turmoil. For many years, the BOC has been issuing its own BC-series chassis numbers to Bugattis of indeterminate origin – most obviously, vehicles built up from spares. Approximately 185 such numbers are believed to have been issued, and with them owners have, until now, been registering the cars in the UK as historic vehicles.

The DVLA then became aware that recently constructed Pur Sang recreations had acquired BC chassis numbers, and that those cars had been allocated age-related numbers. Although these replicas may be largely indistinguishable from Molsheim-built examples, as far as the DVLA is concerned they are brand new, and not entitled to a historic registration.

Following several years of negotiation between the BOC and Swansea, a 'solution' has been reached. In a letter issued by the BOC, the club has advised its members that pre-war Bugattis will be placed under scrutiny by the DVLA, with the onus being put upon owners to prove that their car is genuine if they hope to retain its

age-related registration. In the case of an unrestored car with well-documented provenance, this should be straightforward. Problems could occur, however, with vehicles that have been restored or if the history is less well known.

The DVLA states that Reconstructed Classic Vehicles (which, importantly, it differentiates from Rebuilt Vehicles) must be built from genuine period components



from more than one vehicle, all of which must be more than 25 years old. A car built from new and used parts, or a replica employing some original components, is not entitled to an historic registration.

The DVLA declined to provide *C&SC* with an official definition of what it considers to be a component, but without clarification of this point owners and restorers are at risk of falling foul of the law.

Anyone attempting to register a genuine rolling chassis of unquestionable provenance yet fitted with a replica of the original body – no matter how accurate it might be – may find their application refused, with their only recourse being to apply for a Q-plate.

The process of obtaining such a number throws up further complications in the form of type approval (IVA). A number of specialists that

**'In a letter issued by the BOC, the club has advised that Bugattis will be placed under scrutiny. The onus is being put on owners to prove their car is genuine'**

we spoke to speculated that it would be extremely difficult, if not impossible, for a classic or vintage car to pass the test. Any car stripped of its registration could therefore end up in a state of limbo where it can't be re-registered.

The DVLA has begun sending letters to a small number of owners, requiring them to provide detailed information about their cars, including the age and origin of

major components, as well as confirmation of whether they have been 'rebuilt, restored or entirely constructed in the last 25 years'. It warns that 'in some cases Individual Vehicle Approval may be required and/or a Q registration number may be appropriate'.

It also advises that 'while investigations are ongoing, applications to notify a change of vehicle keeper will not be processed'.

Bugatti guru Tim Dutton reports that in 2014 his company suffered a 30% drop in turnover, which he attributes directly to the rumours and uncertainty surrounding the controversy.

"BC-series cars have become impossible to sell for anything approaching their former value," he told *C&SC*. "Nobody wants to invest money in a vehicle that may, ultimately, be worthless."

The FBHVC understands that Swansea currently has no intention of issuing similar letters to all classic car owners, but is monitoring the situation, which it believes might represent a dangerous shift in DVLA policy. Certain individual cars of different marques have, however, been singled out, their registrations having been frozen pending further investigation. **MT**



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# Aero leviathans light up Bicester

The inaugural Flywheel Festival on 20-21 June capitalised on Bicester Heritage's status as a former WW2 bomber base, the event combining aeronautical and motoring action. Sadly, wet weather and poor visibility reduced the flying programme on the Saturday.

Breaching the gap between the event's two main attractions was a trio of aero-engined behemoths that took to the slippery figure-of-eight sprint course. The likes of Michael Vardy's 16.1-litre Fiat-

Isotta Fraschini plus Chris Williams' 24-litre Napier-Bentley and 42-litre Packard-Bentley filled the air with bangs and flames.

Although there were some familiar post-war machines taking to the track, the site was dominated by WW2 militaria and cars of the VSCC era. The paddock, in particular, had superb access for all.

A strong Bristol Aeroplane Co connection was also evident. The founder's great-grandson, Sir George White, unveiled and signed

David and Rick Bremner's impressive rebuild of their grandfather's 1914 Bristol Scout fighter.

Sunday sunshine meant that the full flying programme could go ahead, including breathtaking displays by the recently restored Bristol Blenheim and the Avro Vulcan. Visitors also had another chance to see the superb dicing show of the Great War Display Team, which had been one of the few groups brave enough to take to the cloud-filled air on Saturday.



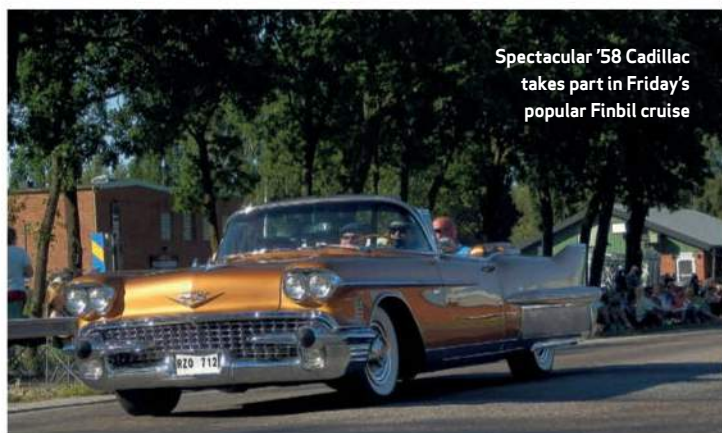
Michael Vardy wrestles his aero-engined Fiat-Isotta Fraschini around the sprint course



Blenheim evoked RAF Bicester's WW2 role



Fabulous period-correct camping equipage



Spectacular '58 Cadillac takes part in Friday's popular Finbil cruise

## Americans invade Scandinavia

The 2015 Power Big Meet took place in Västerås, Sweden, from 2-4 July. Hailed as the biggest outdoor American car show in the world, it attracted an estimated 20,000 vehicles from all over Europe. American classics from the 1950s were a big attraction, but '60s muscle cars were also on show, with nearly every make and model garnering attention.

Rat-look cars are a regular sight in Sweden, and many were driven to the show by their 'Raggare'

owners, the vehicles offering an interesting antidote to the more lavishly restored examples of Americana nearby. More than 600 vendors offered an incredible assortment of new and used parts.

The Finbil (Fine Car) cruise gathered on the Friday afternoon, with 250 handpicked cars taking part in the parade, which runs from the showground to downtown Västerås. Spectators lined the route in the sunshine to cheer and wave as the cars rumbled past.



## Revamp for Midlands site

The Coventry Transport Museum celebrated its official reopening on 20 June following a £9.5million redevelopment. The 15-month programme has involved transforming 12 of the venue's 14 galleries, and also includes bringing the nearby 12th Century Old Grammar School back into public use for the first time in decades. The museum reopened with a display in Millennium Place by stuntman Terry Grant, who was followed by a parade of Trailblazing Cars of the World, which included the Jaguar C-type and Land-Rover S1.



## STEAM INTO MIDDLESEX

This year's Kempton Classic will take place at the Kempton Steam Museum on 27 September. Veteran, vintage and classic cars are all welcome. You can display your car for £5, which includes museum entry. For gen, e-mail [kemptonsteam@gmail.com](mailto:kemptonsteam@gmail.com)



## VARIETY AT CHARITY SHOW

The British Ironwork Centre hosted its first Transport Rally on 18 July. More than 330 classic cars travelled to Shropshire, joining motorcycles, tractors and steam engines. Entry was free, with enthusiasts being invited to make a donation to Hope House.

## ALLEN CLAIMS CONCOURS

The Ferrari Owners' Club of Great Britain held its National Event at Stapleford Park, Leicestershire on 11-12 July. More than 400 cars attended, with the top prize in the EFG concours going to Nigel Allen and his 1962 250GT SWB. Former racing driver Jack Sears hosted a talk after Saturday evening's dinner.



## RACER TO BE RESTORED

The National Motor Museum Trust's BRM Preservation Appeal, set up to fund restoration work on the 1950 V16 Grand Prix car, has achieved its target of £50,000. The car, chassis number one, has been sent to marque specialist Hall & Hall.





1966 BIZZARRINI GT STRADA 5300 Chassis no. IA3 0248

1964 FERRARI 250 GT/L BERLINETTA 'LUSSO' Coachwork by Scaglietti; Chassis no. 5885

1959 ROLLS-ROYCE SILVER CLOUD I DROPHEAD COUPÉ ADAPTATION Coachwork by H.J. Mulliner; Chassis no. SNH14

1953 CISITALIA 505F Coachwork by Ghia; Chassis no. 00209

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# Priceless parade supports charity

A cavalcade of 40 classics raised £150,000 for charity on 11 July in driving 100 miles from Brooklands to Blenheim Palace.

The event was raising cash for HOPEHIV ([hopehiv.org](http://hopehiv.org)), which supports children in sub-Saharan Africa, and the £30million fleet included Ferrari 250GT SWB and 275GTB, M-B 300SL Gullwing, two Ferrari 365GTB/4 Daytonas and a wealth of Astons and Jaguars, including a pair of historic XK120s.

The Hope Classic Rally was

flagged off by model and TV presenter Jodie Kidd and those taking part included 2003 England Rugby World Cup winner Lewis Moody, stunt driver and former Stig Ben Collins, and *For the Love of Cars* presenter Ant Anstead.

Preceded on 10 July by a dinner at Mercedes-Benz World at Brooklands attended by Le Mans racer Peter Blond, F1 technical guru Adrian Newey and designer Karen Millen, the short road run had a coffee stop at Antony Worrall

Thompson's pub The Greyhound near Henley-on-Thames. On arrival at Blenheim Palace the cars formed a spectacular display in the World Heritage Site's Great Court.

What made the rally different was that, as well as owner-drivers, some supporters had loaned cars for members of the public to drive.

Phil Wall, from HOPEHIV, said: "We have been absolutely overwhelmed by the first Hope Classic Rally." For more gen on the run, visit [www.hopeclassicroally.org](http://www.hopeclassicroally.org)



On arrival at Blenheim Palace, the rally took over the Great Court; this is just half the field



Ben Collins drove ex-Duncan Hamilton XK



Lewis and Annie Moody in 7-litre Aston V8

## Win Concours tickets!



Suitably patriotic D-type at Holyrood

The tickets include entry and access to the hospitality enclosure, which will serve a champagne reception, three-course lunch and afternoon tea. You will also be able to take advantage of a complimentary bar serving wine and soft drinks, plus a reserved parking space and an admission ticket for a tour of the Palace of Holyroodhouse. See [www.classicandsportscar.com/win](http://www.classicandsportscar.com/win) for details of how to enter.

The Concours of Elegance is taking place in Edinburgh from 4-6 September, with an entry that will boast 60 cars spanning 1902 to 2015. Following its debut at Windsor Castle in 2012, plus subsequent visits to St James' Palace and Hampton Court, the prestigious event will this year be held at another royal venue – Holyroodhouse Palace. For 2015 it will celebrate Scottish racing heroes Sir Jackie Stewart, three times a Formula One World Champion, and four-times IndyCar champ Dario Franchitti.

We've got two VIP passes – worth almost £500 – to give away.



Touring-bodied Alfa 6C won in 2014



## Bugs to invade Motorclassica

Australia's Bugatti owners and enthusiasts will mark 50 years of their club with an unprecedented display at this year's Motorclassica, to be held at Melbourne's Royal Exhibition Building from 23-25 October. The 15 cars will include seven Grand Prix examples and the ex-Hope Bartlett Type 43, not seen in public for 40 years.

There will be a 'barn-find' Type 37 and a Holden-engined Bugatti converted in the '50s. One of the highlights is a Type 57C Atalante.

Event director Paul Mathers said: "The club has even sourced a replica of the very rare Type 52, the child's toy that is a scaled-down version of a full sized car."

See [www.motorclassica.com.au](http://www.motorclassica.com.au)



## BLUE BIRD ROARS BACK

To celebrate the 90th anniversary of Sir Malcolm Campbell's 150mph Land Speed Record, the National Motor Museum ran the restored Sunbeam at Pendine Sands. Campbell's grandson Don Wales drove the 18-litre monster, and the Napier-Railton also ran.



## CIRCUIT GOES FULL CIRCLE

Three-times Circuit of Ireland winner Russell Brookes returns to Killarney with other winners Billy Coleman and Adrian Boyd for Circuit Déjà Vu on 26-28 March. The '77 British Rally Champ drives his old Lotus Sunbeam. See [www.ulsterautomobileclub.com](http://www.ulsterautomobileclub.com)



## RIDE WITH MOSS IN THE SLR

Mercedes has developed an app for tablets and smartphones that lets you ride with Sir Stirling Moss in his Mille Miglia-winning 300SLR. You change the angle of the 360° films by tilting the device. Search for 'Mercedes Classic' in the Android Store or via iTunes.



## SELL A CAR AND HELP KIDS

Consign a vehicle to Classic Car Auctions' sale at CarFest South on Saturday August 29 and 100% of the hammer price will go to charity. E-mail enquiries@[classiccarauctions.co.uk](http://classiccarauctions.co.uk), call 01926 640888 or enter on-line.





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# BEN celebrates 110th anniversary

The Vintage & Classic Vehicle Rally, which convoyed via Windsor Great Park, brought a fine turnout of 200 mostly pre-war cars to the Lynwood Summer Fete on 4 July.

The event raised £7270 for BEN, the automotive industry charity, which celebrated its 110th anniversary on 19 July. Top prize in the informal concours went to the 1930 Bentley Speed Six of Bryan Richmond-Dodd, narrowly beating Les

Paul's '29 Alfa Romeo 1750 Zagato.

Two magnificent Packards drew lots of attention. Walter Swainson bought his '39 120 limo in '67: "It was a one-owner, one-chauffeur car that belonged to the boss of Thorn Industries." Alongside was the '38 Eight of Walter Forrester. As he pointed out: "Like Walter's, it's a right-hand-drive genuine import. All of the American firms had big showrooms over here at the time."

The sports car selection included the gleaming Daimler SP250 of Ray Jacobs. "The Dart was under water when Chertsey was flooded 18 months ago," he explained. "It was resprayed by Colin Highland – the first glassfibre body that he'd done – and he made a lovely job of it."

Pick of the rarities was a 1920 Phoenix 11.9hp Victoria that was designed by current owner James Bowyer-Lowe's grandfather.



Straight-eight Packards of Forrester and Swainson at BEN's Lynwood Fete, Sunningdale



Jacobs' much-travelled '63 Daimler SP250



Victoria: one of seven Phoenix survivors

## Events diary

Shows, festivals and tours

### AUGUST

**9 Shelsley Breakfast Club** 9am-12pm, (also on 6/9). Register online 01886 812211; [www.shelsley-walsh.co.uk](http://www.shelsley-walsh.co.uk)

**11 Carmel-by-the-Sea Concours on the Avenue** Assorted marques from 1940-'73, on Ocean Ave, 10am-5pm [www.motorclubevents.com](http://www.motorclubevents.com)

**12 Carmel Mission Classic** Featuring the ex-Rita Hayworth Ghia-bodied Cadillac Series 62 001 831 277 6260; [www.carmelmissionclassic.org](http://www.carmelmissionclassic.org)

**13 Pebble Beach Tour d'Elegance** Scenic drive as part of the concours. Ocean Avenue, Carmel, is popular for spectating 001 831 622 1700; [www.pebblebeachconcours.net](http://www.pebblebeachconcours.net)

**14 The Quail A Motorsports Gathering** With classes including 'Long Tail Cars of Le Mans' at the Golf Club 001 831 620 8879; [www.quailodgeevents.com](http://www.quailodgeevents.com)

**15 Concorso Italiano** Featuring 800-1000 Latin exotics at the Black Horse Golf Course, Monterey Bay 001 425 742 0632; [www.concorso.com](http://www.concorso.com)

**16 Pebble Beach Concours** 75 years of Lincoln Continental and half-century of Shelby GT350, at Pebble Beach Resort, Monterey [Pebble Beach Concours](http://www.pebblebeachconcours.com)

**22-23 Passion for Power Classic Motor Show** More than 2000 exhibits including a big jumble 01565 723863; [www.cheshireautopromotions.co.uk](http://www.cheshireautopromotions.co.uk)

**28-30 CarFest South** Chris Evans' sprint, music and food jamboree at Laverstoke Park, with Sporting Bears Dream Rides [www.carfest.org](http://www.carfest.org)

**29-30 Wings & Wheels Day** Featuring a five-hour air show with the Vulcan's last flight, at Dunsfold Park 01 483 542226; [www.wingsandwheels.net](http://www.wingsandwheels.net)

### SEPTEMBER

**2-6 Great Dorset Steam Fair** Vast traction engine meet in Tarrant Hinton 01258 860361; [www.gdsf.co.uk](http://www.gdsf.co.uk)

**3-5 Salon Privé** See left for info

**4-6 Concours of Elegance** Moves to Holyroodhouse, Edinburgh. See p16

**6 Chantilly Arts & Elegance** With 10 new concours classes at the château near Paris 0033 1 42 59 73 40; [www.chantillyartsetelegance.com](http://www.chantillyartsetelegance.com)

For more events or to add your own, go to [www.classicandsportscar.com/diary](http://www.classicandsportscar.com/diary)

## Lights, camera, action!

Following the overwhelming response to its annual Goodwood Revival photographic competition for professional media, Credit Suisse has opened it up to all visitors to the event from 11-13 September. Anyone who takes a great picture over the Revival weekend in one of three categories – Action, Atmosphere and Legends – stands a chance of winning.

For Action, we are looking for on-track driving, and pit lane and paddock activity, for Atmosphere images that capture the event from a non-racing perspective and for Legends a snap of your favourite star driver.

All you have to do is upload it to C&SC's social media channels – Facebook (candscmagazine), Twitter (@CandSCmagazine), Instagram (classicandsportscar), Google + (Classic & Sports Car). Make sure you use the hashtag #CreditSuisse. Alternatively, e-mail [james.elliott@haymarket.com](mailto:james.elliott@haymarket.com) by the competition deadline of 20 September.

Feel free to upload pictures while you are enjoying the Revival.

All of the submissions received will be judged by an expert panel and the winners will be announced via C&SC.



You could win a prize if you take a brilliant photo during Goodwood Revival



## Cisitalia to shine at Privé

An ex-Mille Miglia 1947 Cisitalia 202 SMM Nuvolari Spider and a unique sports-racer are among the early entries for the Chubb Insurance Concours d'Elegance at this year's Salon Privé. The competition takes place on 3 September, the first day of the meeting at Blenheim Palace.

The Fiat-engined 'Goldmanini' was built by Carrozzeria Motto of Turin before being shipped to Max Goldman of Michigan, USA.

Salon Privé's 10th running will be marked by 10 classes in all, including 90 Years of the Alfa 6C and Wind in Your Hair. See [www.salonpriveconcours.com](http://www.salonpriveconcours.com)



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# Bonhams

[bonhams.com/motorcars](http://bonhams.com/motorcars)





# EXCITEMENT IS MOUNTING FOR LONDON SHOW

Tickets for Classic & Sports Car – The London Show are being snapped up apace by enthusiasts eager to attend the new fixture at the historic Alexandra Palace from 30 October to 1 November.

A real buzz is being generated around the event, which will display 300 stunning classics in the picturesque parkland setting that is just 15 minutes from central London. Dubbed the people's palace, the imposing and architecturally stunning building is steeped in history. Opened in 1873, Alexandra Palace was the home of the world's first regular television broadcast and has since become synonymous with the early days of the BBC. It is so rich in atmosphere and history that there is nowhere in the capital so elegant or appropriate for displaying the world's most beautiful classic cars.

And the cars will be spectacular. As well as mouthwatering displays from a wealth of leading classic car dealers (see panel), there will be a trio of spectacular main features sharing a Best of British theme.

The centrepiece will be a display of the 10 greatest British cars of all time as selected by C&SC's 100-strong expert jury including the likes of Nick Mason and Gordon Murray. The shortlist has since been put to the public to pick the overall winner. Polling has now closed with thousands of votes having been cast and the top dog will be revealed over the weekend.

The show also has a bespoke poster by automotive artist Tim Layzell. He will be showing his works at Alexandra Palace alongside other famous names including Paul Smith, Kikki H and sculptors Klaus Wagger and Robin Bark.

There will be plenty of other activity and entertainment, too, including a live interview stage that will be hosting a raft of celebrities, key figures and special guests.

There will also be limited dedicated classic parking, but those travelling by public transport will be able to get a free ride up the hill in a classic double-decker.



## THE DEALERS

*Just some of the international dealers whose stock you will be able to drool over at the show*

- DD Classics
- Mecaniques Modernes & Classiques
- Desmond J Smail
- JD Classics
- New Forest Classic Cars
- Frank Dale & Stepsons
- Graypaul Classic Cars
- Hexagon Modern Classics
- Jim Stokes Workshops
- Michel Kruch
- HK-Engineering
- The Gallery Brummen
- Vintage & Prestige Automobiles

## THE KNOWLEDGE

**What** Classic & Sports Car – The London Show

**When** From 30 October to 1 November

**Where** Alexandra Palace, just 15 mins from central London and easily accessible via bus, underground (Wood Green) or overground rail services

**Opening times** 10am to 6pm (Friday and Saturday), 10am to 5pm (Sunday)

**Ticket prices** Adults: £25 in advance, £27 on the door; children (6-15): £15/17

**Book now** 08445 811275 or at [www.theticketfactory.com/cscs](http://www.theticketfactory.com/cscs)

**Website** [www.classicandsportscarshow.com](http://www.classicandsportscarshow.com)

The Best British Classic contenders will be on show, and the winner revealed, at Alexandra Palace event



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# CLOUDS GATHER TO TOAST 60 YEARS



Spirit of Ecstasy oversees stately array of Clouds and S-types

WORDS: MARTIN BUCKLEY PICS: NICK KISCH

A wonderful selection of 90 Rolls-Royce Silver Clouds and Bentley S-types – with standard and coach-built bodies – lined up in front of Burghley House, Lincolnshire, from 19-21 June to celebrate 60 years of a model that is, for many, the quintessential Rolls-Royce. A fair number of cars had been driven from continental Europe, including several from Switzerland.

This very special RREC AGM illustrated that some members retain ownership of their cars for several decades. One example was the Royce family, which has owned a Bentley Continental fastback for 50 years. Originally they had intended to purchase a Standard Steel saloon, but eventually paid an extra £250 for the Continental!

Lord Bamford displayed three of his Silver Clouds, one of which is a Mulliner Continental with the distinctive JCB 1 registration, originally bought by his father, Joe Bamford, in 1957, and retained in the family ever since.

Silver Clouds are addictive, it seems. The RREC's database shows that no fewer than 150 members own more than one and that 97 at least two. One American enthusiast has 15, although an anonymous individual holds the record with a remarkable 23 Silver Clouds.

Lots of owners are hands on, too. Chris Browne has restored his '58 Silver Cloud and gave an excellent talk on this work. He was awarded the Douglas Wood Trophy for Best Personal Restoration.



Early Continental DHC and Dutch PW S3



Beautiful two-door James Young Cloud III



Exquisite 1970s Bentley Corniche Coupé

This year also marks a half-century since the launch of the Silver Shadow/Bentley T-series, still the most successful model the company has ever made. All variants were present – James Young, Mulliner Park Ward (Coupé and Convertible) and Corniche models – with conditions ranging from concours to glorious 'weddings white' super-shed, reflecting the relaxed nature of a superb event.

## Texas hosts PCS tour

The Professional Car Society's 39th Annual International Meet, based in Houston, TX, from 9-13 June attracted lots of first-time attendees on its inaugural visit to the famous Lone Star State. PCS publicity chair Gregg D Merksamer persuaded local Greg Graves and Bill Donnell of Illinois to drive their '57 National Chevrolet ambulance (on left) and 1980 Superior Cadillac three-way loading Landauet Hearse through several hundred yards of waist-high weeds for the photocall. The 77ft-high statue outside Huntsville commemorates Sam Houston, the father of Texas independence.



The big draw was the National Museum of Funeral History, the event's co-sponsor, with its exhibits ranging from an intricately carved 1921 Rock Falls to a silver, landau-style '73 Mercedes used to carry Princess Grace of Monaco in '82.

The big draw was the National Museum of Funeral History, the event's co-sponsor, with its exhibits ranging from an intricately carved 1921 Rock Falls to a silver, landau-style '73 Mercedes used to carry Princess Grace of Monaco in '82.



## Pre-war Triumphs visit Upton

Members of the Pre 1940 Triumph Motor Club dressed up in style for their annual rally at Upton House near Banbury on 14 June.

Club chairman David Mason was delighted with a total of 41 cars – from just 261 roadworthy worldwide – in particular, a Straight Eight from Belgium and a Southern Cross from The Netherlands.

The 1936 Gloria Southern Cross of Tony and Kate Miles has done only 450 miles since it was rebuilt, but they've owned it for more than 50 years, having driven the car from Chichester to Cornwall on their honeymoon in '64. Metal-worker David Wood's Super Seven drew lots of attention, featuring a sporty body of his own design.





Evocative ex-RJ Searle  
equipe: Land-Rover with  
bespoke hardtop and  
fabulous 1930s caravan

## Early Landies take centre stage

The Springbok Estate in Surrey once again played host to the fantastic Dunsfold Collection for its biennial open weekend on 13-14 June. More than 120 of its vehicles were on show, plus excellent selections from the Land Rover Series One Club, Series 2 Club and Camel Trophy Owners' Club.

An undoubted highlight was a line-up of 13 pre-production 80in Series Is that won the Best Display, headed by HUE 166 – or 'Huey' – the world's oldest Landie.

The event also featured another unique 80in – MLC 733, a 1952 2-litre-engined example previously owned and modified by RJ Searle, renowned for Carawagon conversions. Searle fitted individual back seats to the vehicle, plus rear quarterlights and Alpine roof windows

in the hardtop. He was the last registered keeper before the current owner bought it in 1980.

The Series 2 Club proudly displayed chassis number 1, which was dispatched on 14 April 1958 and recently rescued from a Warwickshire field where it had been resting since '88. Although it is currently fitted with a Rover P4 engine, the original unit was also

discovered with the vehicle and could be salvageable.

Standing out among the various Series Land-Rovers was Dunsfold's 1971 Trans-Americas Expedition Range Rover. Two were supplied for an epic trip from Anchorage to Tierra del Fuego, comprising a crew of members of the 17th and 21st Lancers and led by legendary explorer John Blashford-Snell.



'Huey' heads pre-production 80in line-up



Trans-Americas Expedition Range Rover



### TALKING THE TORQUE

Corvette aficionado John Mayes took several of his cars, including this '66 427cu in Sting Ray Coupe, to the CCCUK Nationals at Wood Green Animal Shelter, 27-28 June. Special guest was Karl Ludvigsen, who gave an in-depth lecture on his recently updated book *Corvette*.



### RETURNING JAPANESE

An awesome range of modified machinery gathered at Santa Pod raceway, Northants, for the venue's hugely popular Jap Show on 5 July. Most of the cars were newer vehicles such as Subaru Imprezas and Mazda RX-7s, but there were also plenty of 1970s models. Steve Grove brought a pair of immaculate restored Datsuns, his 110 on period alloys and his stunning '75 Datsun 240Z, fitted with a later Skyline engine and heavily uprated suspension.

## Raising Standards in Luton

Luton Festival of Transport drew a fine mixture of Vauxhalls on 14 June, the rarest being Michael Boast's 1950 Caleche L (see *C&SC*, May 2012), while Standard Vanguard buff John Huckle (November '13) displayed a few vehicles. Pride of place went to his fantastic, just-finished 1949 Phase 1 van, resplendent in Standard Fireworks guise. "It was rather scruffy when I acquired it, with the doors having fallen off and holes in the floorpan," Huckle recalled, "but it had a new chassis more than 25 years ago."

Nearby was the 22,000-mile 1970 Simca 1204 Special that Des Cooke bought in 2013. It was purchased new by a lady who moved to the south of France in 1976 and went into a barn after she died in '96: "It's kind of the first hot hatch. The 1204cc engine has twin Webers and is rated at 75bhp."



Tow-truck, drophead and fireworks van



Cooke's timewarp Simca 1204 Special



Sport Satellite Wagon was up for grabs



Cool 'Deuce and a Quarter' Electra 225

## Cruising into Beaulieu

Some 450 vehicles and 6500 visitors attended Beaulieu's Hot Rod and Custom Drive-in Day on 21 June. Held in association with the Solent Renegades club, it was one of the busiest yet. Notable cars included the '69 Buick Electra 225 Custom Convertible of Guy and Lesley Glover.

Often referred to as a 'Deuce and a Quarter', this 360bhp, 430cu in V8 example finished in burnished brown metallic originally belonged to a fireman who sadly perished in the World Trade Center attack in 2001. His widow kept the car for a further eight years before deciding to sell it, on the understanding that its factory colour scheme would be retained.

Another '69 rarity was a nine-seater Plymouth Sport Satellite Wagon. Built in Michigan, this 318cu in V8 matching-numbers example was one of just 3152 made. Believed to be unique in the UK, it was for sale at £16,500.





Mopar muscle meets GM:  
Lane brothers' Polara 500  
with Mander's Pontiac GTO



Gregory's immaculate '38 SA and '51 RMA



Smith with lovely treasured 4/4 'Pumpkin'

## American beauties bloom in garden

Muscle cars were out in force at Classics in the Walled Garden on 1 July, including the '66 GTO that Paul Mander tracked down about four years ago. "It was a beauty on the outside but a clunker mechanically," said the former drag-racer. "So I bought everything that I needed to make it drive nicely."

Alongside the Pontiac was the exactly refurbished Dodge Polara that Robert and Stuart Lane

purchased in 2004. "Only 49 Polara 500 hardtops were made in '63 with the push-button automatic and 11:1 compression," Robert said. "This one left the factory with a slightly more sedate 361 engine, but we think the 426 'Max Wedge' unit has been in there since the early '70s."

A fine Morgan turnout included the 4/4 that retired RAF medical rehabilitation officer Joyce Smith bought new in 1972: "I don't go

travelling any more, but I still drive it as often as I can. It says it's only done 69,000, but I went a long way without an important part for 12 years so it's done much more than that."

David Gregory brought his MG SA and Riley RMA: "I realised that it was going to take me a long time to rebuild the Riley, so I bought the MG. It was restored after it spent 20 years – painted custard yellow – on top of RTS Motors in Bristol."



### CALLING ALL GODIVA MOTORS

If you own a Coventry-built car, you could help to celebrate the city's heritage at its Transport Museum on 15 August. CTM is looking for up to 150 cars for the event that coincides with a breakfast club meet (register at [www.transport-museum.com](http://www.transport-museum.com)). For info on Coventry Car Day, e-mail [clive.skelton@culturecoventry.com](mailto:clive.skelton@culturecoventry.com)



### MICROS HEAD FOR MIDLANDS

The National Microcar Rally will be based at Hatton Country World from 3-6 September. It includes road runs to Coventry Transport Museum and a scenic tour of the region. For info, go to [www.national-microcar-rally.co.uk](http://www.national-microcar-rally.co.uk)



## Federation update

Our apprenticeship course in Historic Vehicle Restoration is one year old! It was launched in June 2014 and Banbury & Bicester College began to offer the first curriculum in September.

The excellent news is that 11 students started the programme – eight finding employers to offer them apprentice contracts – and all 11 have completed the first year of studying.

The next stage is to extend the geographic availability and we are working closely with the team at the Institute of the Motor Industry to secure additional colleges to provide the course. Additionally, established restoration firms have expressed interest in using our course framework and modules for their own training programmes.

Development of the course to the current level would not have been possible without the support of The Galashan Trust and we are extremely grateful to Francis Galashan. The Alvis Owner Club

also realised an opportunity to create the Malcolm Davey Award in memory of its former member. He was an enthusiastic engineer, with an interest in seeing young people becoming involved with historic vehicles and who was also very supportive of apprenticeships.

We have been filming participants to show what the course is about and the footage should be on our website by the time this issue goes on sale.



Banbury & Bicester has received lots of interest in 2015 restoration course



### DAVID WHALE FBHVC CHAIRMAN

The FBHVC lobbies in Brussels and Westminster. Call Rosy Pugh on 01865 400845, e-mail [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk) or see [www.fbhvc.co.uk](http://www.fbhvc.co.uk)

## Clubs diary

Shows, meets & gatherings

### AUGUST

**8-9 Transit Van Club Rally** Celebrating the Ford's 50th, plus (on 9th) the Classic Van and Pick-up Show and P6 Rover OC National, at Gaydon 01926 641188; [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk)

**9 White Dove Transport Show** At Kingsley Sports Ground, near Bordon, Hants, in aid of Phyllis Tuckwell Hospice [www.whitedoveevents.org.uk](http://www.whitedoveevents.org.uk)

**9 Shugborough Hall Classic Show** Near Milford, Staffs 01922 643385; [www.transtarpromotions.co.uk](http://www.transtarpromotions.co.uk)

**9 Simply Land-Rover** Busy themed gathering, followed by Simply Classics & Sports Cars on 22nd, at Beaulieu 01590 612345; [www.beaulieu.co.uk](http://www.beaulieu.co.uk)

**9 Historic Wheels Club Annual Rally** At Brodie Castle, near Forres [www.nts.org.uk/Property/Brodie-Castle/Events](http://www.nts.org.uk/Property/Brodie-Castle/Events)

**9 American Day** At Brooklands 01932 857381; [www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)

**16 BMW Festival** UK's biggest BeeEm gathering, at the HMC, Gaydon 01970 267989; [www.bmwcarclubgb.co.uk](http://www.bmwcarclubgb.co.uk)

**16 Brooklands Reunion** Evoking the atmosphere of the '30s Brooklands

**16 Raby Castle Classic Show** Near Darlington, featuring a 100-Jaguar centrepiece 01697 451882; [www.markwoodwardclassicevents.com](http://www.markwoodwardclassicevents.com)

**23 Tewkesbury Classic Vehicle Festival** Free entry for 350 cars and 150 'bikes, at Tewkesbury School. Ted Elwes 01684 850940; [www.tewkesburycvf.org](http://www.tewkesburycvf.org)

**23 Jaguar Enthusiasts' Club National Day** With Test Hill open, at Brooklands

**29-30 Egham Royal Show** With a display of 80-100 vintage and classic vehicles each day. Douglas Newton 01908 511894; [www.eghamroyalshow.org.uk](http://www.eghamroyalshow.org.uk)

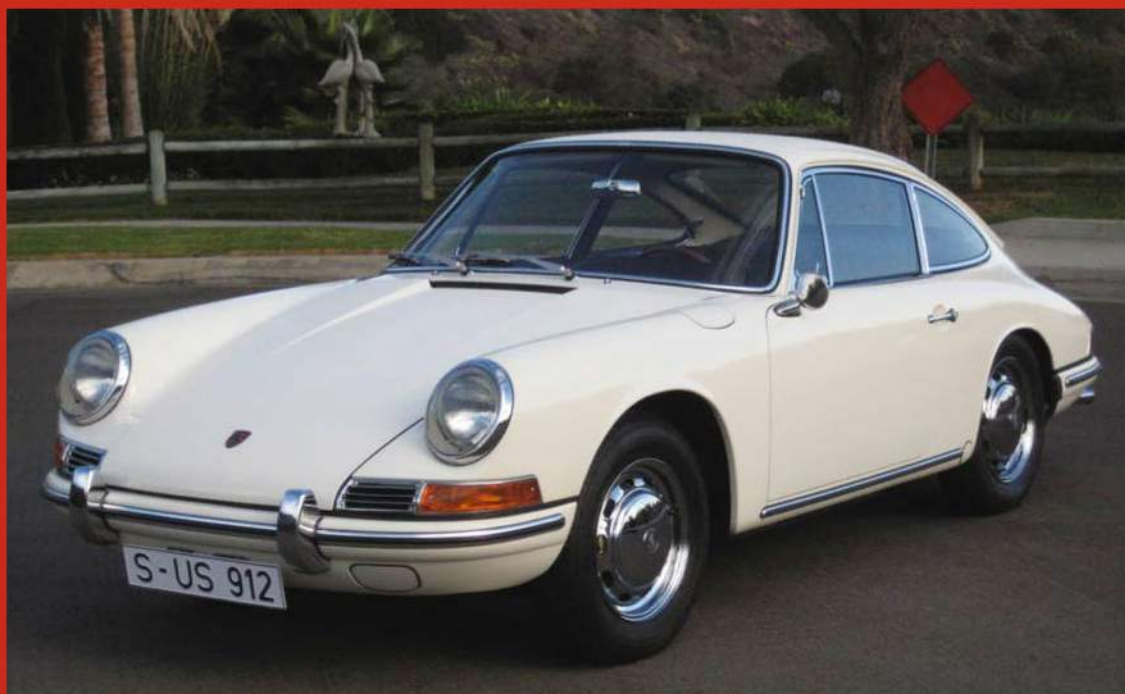
**30 Cheshire Classic Show** Capesthorpe Hall, Macclesfield. Andrew Greenwood 01484 667776; [www.classicshows.org](http://www.classicshows.org)

**30-31 Knebworth Classic Motor Show** Hertfordshire fixture toasts its 25th anniversary 01527 831726; [www.classicmotorshows.co.uk](http://www.classicmotorshows.co.uk)

**30-31 Blenheim Festival of Transport** Classics on first day, plus various other groups on Sunday Andrew Greenwood

For more events or to add your own, go to [www.classicandsportscar.com/diary](http://www.classicandsportscar.com/diary)





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Surtees of Thornton won both Derek Bell Trophy races, here hounded by Lyons in Gurney-Eagle with Lola T300 of F5000 veteran Ashley behind

# THORNTON WINS TWICE AT BRANDS

The spectacular Brands Hatch Grand Prix circuit was the setting for a number of action-packed races at the Historic Sports Car Club's annual Superprix on 11-12 July. Greg Thornton claimed the double in the Derek Bell Trophy races, but while the second of those was relatively comfortable following an avoidable first-lap clash between Ian Ashley and Frank Lyons, the first was anything but.

Thornton led away in his Surtees TS11, chased by Ashley's Lola T300. Lyons (Gurney Eagle FA74) then took second at Graham Hill Bend before eroding Thornton's advantage. The Surtees driver was able to respond, though, and took the chequer 4.7 secs to the good.

Darwin Smith won both Historic Formula Two encounters in his March 722 after mighty scraps with Andrew Smith's Atlantic-spec 79B. Darwin led all the way first time out, but won by only 1.1 secs, while the rematch was even tighter. Both drivers were left exhilarated by a tussle in which Darwin beat Andrew by 0.257 secs.

A visit from the French series bolstered the ranks of the Classic



Vast F3 grid featured French visitors including Lukes, twice victorious with Martini (50)



Darwin Smith had the edge in F2 contests



Ligouri's Lola was class of Endurance field



Fairley won first HGPCA race in Brabham

F3 brigade, with Brands debutant Nelson Lukes coming out on top both times in his Martini Mk39.

Michele Ligouri (Lola T292) won the 39-lap Pre-1980 Endurance race after Simon Hadfield picked up a puncture in the T282 that he shared with Leo Voyazides. The Greek driver had to make do with victory in Historic Touring Cars aboard his Ford Falcon.

Other winners included Richard Tarling (Elden Mk8), Jon Milicevic (Cooper T59), Ian Jones (Lotus 59) and John Fairley (Brabham BT11), who led home a capacity grid in the first HGPCA race. Peter Horsman (Lotus 18/21) won the second. And Jim Dean just had the edge with his Lotus Europa from Charles Barter's Datsun 240Z in 70s Road Sports.



# Chevrons on top at busy Shelsley



JEFF BLOXHAM

Local Chevron racer Harris approaches Bottom Ess on his way to setting his second FTD

Keith Harris twice claimed Fastest Time of Day over a bumper weekend at Shelsley Walsh's Classic Nostalgia meeting on 18-19 July. The Chevron B25 driver overcame gear-selection problems to post a best of 29.07 secs on Saturday – good enough to finish more than a second ahead of Christopher Bentley Jones' B47 – and followed that with 29.35 secs on Sunday.

Others to win their category were Stephen Luscombe (Midget)

and Andrew Walker (MGB) in the MGCC Speed Championship, while Bill Tuer topped the Morgan three-wheelers with an impressive best of 36.79 secs on the Sunday.

Derek Bell starred on the second day. After threading the fearsome Jaguar XJ12C up the narrow hill, he then demonstrated one of his old Porsche 956s and took the time to walk around the paddock. Paul Jones – a class winner in his Mini Cooper – was delighted to be



L-r: Sherwood, Dewis, Taylor... and friends



Derek Bell took to the hill in a Porsche 956

congratulated by the Le Mans ace.

Norman Dewis was also present, the evergreen 94-year-old ascending the hill in an E-type Jaguar, while the courtyard hosted live music and dancing.

The C&SC-backed concours attracted a capacity entry of 100 cars, ranging from Austin Seven to Lotus Esprit. Judges Simon Taylor and James Page awarded the overall prize to Chris Sherwood's sublime 1951 Lancia Aurelia cabriolet.



## SCOTTISH SPORTING SCENE

This year's Bo'ness Hill Climb Revival will take place on 5-6 September, with highlights including a recreation of the 1953 Hill Climb Challenge between Scottish and English drivers. Adult entry is £10. See [www.bonesshillclimb.org.uk](http://www.bonesshillclimb.org.uk)



## GIANT-KILLING SPIDER

The Vintage Sports-Car Club visited Shelsley Walsh on 5 July, with changing weather conditions making life difficult for the capacity entry. Fastest Time of the Day went to Martin Spencer in Spider II with 39.46 secs.



## FESTIVAL GEARS UP FOR '16

The dates for next year's Donington Historic Festival have been announced. The event will take place over the Bank Holiday weekend of 30 April-2 May. Tickets go on sale in November. For more information, see [www.doningtonhistoric.com](http://www.doningtonhistoric.com)



## NEW ROUTE FOR RALLY

The 28th Winter Marathon will run from 21-24 January, with an increased number of time trials. Entries open on 1 September, with crews receiving a discount if they register before the end of that month. For gen, go to <http://wintermarathon.it>



Left: the winning crew heads through Wales on its way to victory. Above: "Look, no hands!" Medcalf presses on

## Lagonda beats Bentley on epic Trial

John Abel and Martyn Taylor took their second consecutive win in the 1000 Mile Trial, this year held from 13-18 July, leading home an impressive field of pre-WW2 entrants. The Lagonda LG45 crew impressed from the off, setting the fastest time on the opening test, which was held on the Captain's Drive at the Royal Automobile Club's Woodcote Park site.

Until they picked up a hefty

penalty on the Lake Vyrnwy regularity for arriving early at a control, William Medcalf and Dan Harrison were only one second behind in their Bentley 4 1/2 Litre and were a constant threat. With the test being held on private land, organisers were able to set one up within the first two miles, which doesn't happen when the regularity is on a public road. Medcalf recovered to pip last year's HERO

Cup winners Paul Crosby and Andy Pullen (AC 16/80) for second place.

The latest running of the event used a different route for 2015. Instead of heading north to Edinburgh, it wound its way from Woodcote Park in Surrey to Hampshire and Coventry, before looping north west via the Peak District and north Wales, then heading back to the finish at Woodcote Park.



# Stylish Chateau hillclimb reborn



Woodhouse had a debut hillclimb to remember, setting FTD at Impney

Youngster Jack Woodhouse marked his first hillclimb by setting Fastest Time of the Day at the revived Chateau Impney venue on 11-12 July. The Banbury-based 25 year old set 42.42 secs for the tight and twisty 1000-yard course at the wheel of his Lotus 20/22.

"It feels pretty special," he said. "Having grown up just a few miles away, it's a bit of a home event for me. It's been great to be part of something new and even more so

because my dad has competed and my family has been here watching."

Almost 10,000 spectators watched the action as motorsport returned to Chateau Impney for the first time in almost 50 years. The impressive field of 200 drivers included a bumper entry of ERAs, with Nick Topliss, Paddins Dowling and David Morris. It was James Baxter, however, who was fastest of the lot, posting a best of 44.03 secs at the wheel of R4D.



Steven Smith gets Ford Mustang sideways



James Baxter in R4D was the fastest ERA

Lotus Elan driver Pete Bottrill took home the Fastest Post-War Pre-1967 Sports Car award, while Richard Parsons, driving a Morris Mini Cooper 'S', scooped Fastest Production Saloon Car.

The Concours d'Elegance was won by a '53 Ferrari 250MM GT, after votes were cast by spectators via social media. One of only 18 built, the car was sold new to Efraín Ruiz Echeverría, who used it on the 1953 Carrera Panamericana.

## Porsche 1-2 on Marathon

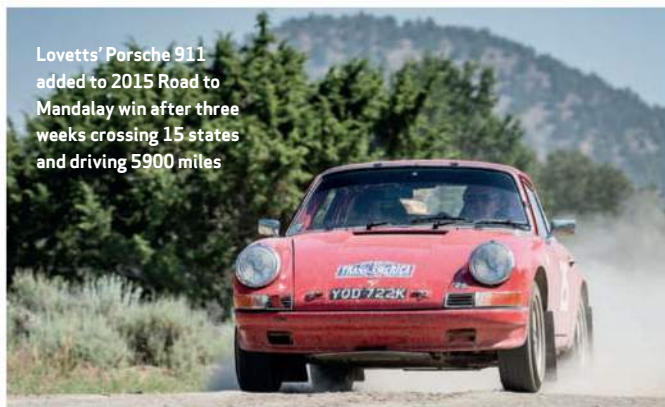
Charles Colton and Ryan Pickering won the HERO Classic Marathon, held from 14-20 June. The Brits were locked in a long battle with fellow Porsche 911 pairing Howard and Matthew Warren, the result decided only when the Warrens made a mistake on the final regularity near Lake Garda. Third place went to the Jaguar E-type of Marcus Anderson and Matthew Lynn Rose.

One of the drives of the event came from Andrew and Sarah Mallagh, their Porsche 914/6 proving lightning fast on the tests, netting them second in class. A broken stub axle forced Sunbeam Tiger-mounted contenders John Abel and Ali Proctor to retire.



Colton and Pickering secured a late victory

Lovetts' Porsche 911 added to 2015 Road to Mandalay win after three weeks crossing 15 states and driving 5900 miles



## Epic USA rally finishes

Peter and Zoe Lovett won the 22-day Trans-America Challenge in their Porsche 911, reaching the finish line in San Francisco on 28 June almost a minute clear of Paul and Sandra Merryweather in their Mercedes 450SL. The Endurance Rally Association event crossed 15 US states and covered 5900 miles, including visits to Mount Rushmore and the Battle of Little Bighorn site. It was the Lovett's second long-distance win of the year, having previously claimed the Road to Mandalay Rally.

The 1927 Bentley 4½ Litre of Martin and Olivia Hunt was top Vintageant, while there were class wins for Marco Halter and Claudia Engelhardt (Ford Falcon) and David and Jo Roberts (Triumph TR250).

Spirit of the Rally awards went to Hok Kiang Sia and Eric Kuan Rong Sia, who entered their 1934 Rolls-Royce Phantom II, and Richard Martin and Travis Cole. The latter pair started in a 1936 Alvis Speed 25, but suffered problems so bought a Datsun 240Z to complete the route.

## Sporting diary

Races, rallies, trials and more

### AUGUST

#### 7-9 AvD Oldtimer-Grand-Prix

Huge festival at the Nürburgring, featuring the Marathon around the Nordschleife, plus 12 other grids 0049 69 6606 0; [www.avd-oldtimer-grand-prix.de](http://www.avd-oldtimer-grand-prix.de)

#### 8-9 HSCC Croft Nostalgia Weekend

Full set of the HSCC championships at the Yorkshire circuit 01327 858400; [www.hsc.org.uk](http://www.hsc.org.uk)

#### 13-16 Monterey Motorsports Reunion

Featuring a 35-car grid for the Historic F1, at Laguna Seca Raceway, California, USA 001 831 242 8201; [www.mazdaraceway.com](http://www.mazdaraceway.com)

#### 14-15 Ulster Historic Rally

Based in Enniskillen, Northern Ireland [www.ulsterrally.com](http://www.ulsterrally.com)

#### 15-16 Championship Challenge

Shelsley Walsh 01886 812211; [www.shelsley-walsh.co.uk](http://www.shelsley-walsh.co.uk)

#### 22 Bob Gerard Memorial Race Meeting

VSCC meet at Mallory Park, Leicestershire 01608 644777; [www.vsc.co.uk](http://www.vsc.co.uk)

#### 28-30 Zandvoort Historic GP

Dutch festival with everything from Historic Group C to pre-'66 tintops 0031 23 5 740 740; [www.historicgrandprix.nl](http://www.historicgrandprix.nl)

#### 29-31 HSCC Gold Cup

Featuring the Derek Bell Trophy races, plus Super Touring saloons, at Oulton Park 01327 858400; [www.hsc.org.uk](http://www.hsc.org.uk)

#### 30 Ormskirk Motorfest

Parades and demo laps around a one-mile closed road circuit [www.ormskirkmotorfest.com](http://www.ormskirkmotorfest.com)

### SEPTEMBER

#### 3-7 Historic Festival 33

Based at Lime Rock, including a 17-mile race-car tour via local towns, racing, plus Sunday in the Park concours 001 860 435 5000; [www.limerock.com](http://www.limerock.com)

#### 5-6 Bo'ness Hill Climb Revival

See p29 for details

#### 6-9 The Alpine Trial

Based in Annecy, France, for pre-1941 cars 01235 831221; [www.endurorally.com](http://www.endurorally.com)

#### 11-12 Coupe des sources

Regularity rally for pre-'82 cars 0032 476 957 285; [www.coupedessources.be](http://www.coupedessources.be)

For more events or to add your own, go to [www.classicandsportscar.com/diary](http://www.classicandsportscar.com/diary)





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# LOTUS 17 TO RETURN TO LA SARTHE



Clockwise: bodywork of 17 has been tidied by Mike Brotherhood; redline at 6000rpm on Smiths tach; twin Weber 40s on Climax 1500, which had seized

done. It's in good condition, though the 1500 engine has seized during the past 15 or so years of storage.

It's a very original car with glass-fibre body and is believed to be the only Lotus 17 to have retained its Chapman strut suspension all round, though slightly modified at the front. Robin Read is reputed to have said that in unmodified form the 17 had "evil handling".

The new owner will find out for himself soon, because hopes to race it at the Le Mans Classic!



When Lotus announced its new 17, two were entered under the factory banner for the 1959 Le Mans Race. Fitted with 750cc Coventry Climax engines, their sole purpose was to clean up on the Index of Performance. They were to be driven by Alan Stacey and Keith Greene plus Mike Taylor and Jonathan Sieff. At first everything went to plan, but both cars failed well into the race when comfortably leading.

Another factory 17, with a 1500 Climax unit, was to be raced by Innes Ireland and Stacey. It never

arrived at La Sarthe, however, and was bought by Dr Clare Wilson in Canada. In his book *Lotus*, Chris Harvey wrote: '[She] persuaded visiting Ferrari driver Olivier Gendebien to run it in at Westward Calgary... the tiny car simply howled away from the field breaking the lap record time and time again.' Dr Wilson raced it many times over the following years.

That Lotus 17 has recently been returned to the UK by its new French owner and sent to Mike Brotherhood for some work to be



## Rare Nickri glass Spyder looks set for refurbishment

An enthusiast living in Scotland recently attended a car auction with no intention of buying anything, but fell for a near-complete 1960 glassfibre-bodied Ford special that seemed to be going cheaply.

He bought it and, when he got home, was able to inspect it closely. The original Ford chassis – the logbook gives the donor car as having been an 1172 Ford 10 from 1938 – was clothed in a Nickri II glassfibre body and the engine had an aluminium Aquaplane head; the manifold with a twin-carb conversion was also stamped Aquaplane. The GRP was crazed but otherwise good, and the wheels had little rust on them. The first name in the logbook would appear to be Donald Stapler from Romford in Essex, so we presume that he was the builder who first registered and taxed the car in January 1960, when it was given the number 6695 TW. Shortly after that, it went to Blairgowrie in Scotland and we think the last tax ran out in '62. The doors had been taken off and stored and were removed by workmen who were recently asked to clear material from some sheds.

Nickri bodysells were made by Nickri Laminates of Romford from 1958. From September 1959, the MkII version of its Spyder shell was produced with new headlight fittings and a bonnet bulge and, according to expert Malcolm McKay, this body is very rare.

Clockwise: twin SU carbs and desirable Aquaplane head on hopped-up 1172 sidevalve engine; Ford Pop wheels obvious in profile – note evocative Mobiloil pump; attractive lines of Nickri's glassfibre body pre-date early-'70s TVRs; hints of Porsche 718 about the rear styling





## Reader find of the month

Send in a 200-word story plus a selection of photographs of your discoveries to the usual C&SC address or e-mail [james.elliott@haymarket.com](mailto:james.elliott@haymarket.com) and you could win £100!

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Super-rare Porsche is one of about 49 civvy-model 597s



It led a hard life, but has been off the road for c20 years

The Porsche 597 is a four-wheel-drive go-anywhere type vehicle that was developed in 1953 for use by the newly formed Bundeswehr or Federal Army.

The German government put out a specification to Porsche, Auto Union and Borgward to design such a vehicle. Ferdinand Porsche had a headstart having already designed both two-wheel drive Kübelwagen and Schwimmwagen (four-wheel drive only in first gear) that were produced in large numbers during WW2. His 597 was powered by the 1.6-litre flat-four from the 356. At first, it was called the Jagdwagen and had no doors, although they were fitted on some later examples.

The Porsche fared well in testing, but, in part due to the high unit cost, it was passed over in favour of the Munga that Auto Union offered. So the 597 was rare new – with 76 being the highest estimate, of which around 49 were built for civilian use – and constitutes a great find today.

The example has been found in Galicia, northern Spain, by Francisco Carrion. It is not known when or how this vehicle came to be there and its numberplates are long gone. Carrion said: "It is a civilian model that was put away in store over 20 years ago."



Its 1.6 boxer motor is shared with 356

## A Daimler of many shapes

An antiques dealer from Japan recently brought a 1906 5-litre Daimler to restorer Richard Peskett. It was first owned by Cornelia Countess of Craven, whose husband owned a number of early Daimlers. A period shot showed a Daimler with a lovely landaulette body by Rothschild, Paris, with the same registration, AC 752. In 1911, the coachwork was changed to a 10-seat estate bus that the Cravens used until 1932. After several owners and much neglect, it was a running chassis by 1968 and received the current five-seater tourer body from John Mitchell. It's had many more owners since, but it seems it's not been driven since Nick Ridley 40-50 years ago!



## Mystery Car Competition

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We seem to be see-sawing between too difficult and too easy at the moment, so let's hope this car that made an appearance at Birmingham in '78 strikes the right balance. Entries by 1 October to Mystery Car Competition (September 2015) at the address on p6 or e-mail [james.elliott@haymarket.com](mailto:james.elliott@haymarket.com) with 'Mystery Car – September 2015' in the subject line. Don't forget your address.



### JUNE'S WINNER

We must admit that we expected more entries for June, but received only a handful and, of those, Richard Gray's was by far the most detailed so he wins. The car was the Chris Humberstone-designed TIGER (Turbocharged Intercooled Ground Effects Roadster) from 1983. Built by Cartel (best-known for making Popemobiles), it was intended to be a modern iteration of the Lotus Seven concept powered by a Renault V6. But, in spite of lots of interest and high hopes, only the prototype appears to have been made.



## Look familiar?

Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p6 address or e-mail your requests to [james.elliott@haymarket.com](mailto:james.elliott@haymarket.com)



### TRIUMPH OF INFORMATION

Between 17 and 25, Andy Birtles had nearly 70 cars and no fewer than six GT6s. He reckons that this '82 shot showed "the best by far", which he is now desperately trying to trace, checks with the DVLA having so far failed to turn up any info. If you can help, e-mail him on [andy.birtles@zen.co.uk](mailto:andy.birtles@zen.co.uk)



### SURBITON SNAPPER'S JAG

Andrew Honychurch has finished the three-year resto of an S1 3.8 E-type fixed-head. It was sold by Coombe Bridge in Wimbledon to Frank Woods of Pictorial Publicity Surbiton, who published *The Cooper Golden Years 1959-60* for local Charles Cooper. If you recall seeing the car in that area in '62, e-mail [andrew@honychurch.com](mailto:andrew@honychurch.com)



### TICKING TICKFORD'S BOXES

Peter Wright would love to learn more about his 1928 Austin 12/4 'all-weather' Tickford, 'Scruff': "I bought it as a project in '09, after it had been in the Crick Garage display at Donington for more than 30 years. It was owned by a Rutland QC at some point." E-mail: [peter.wright220@ntlworld.com](mailto:peter.wright220@ntlworld.com)



### MICHAEL WARE

Former curator of the National Motor Museum, Beaulieu. Send submissions to [meware@oakenbrow.demon.co.uk](mailto:meware@oakenbrow.demon.co.uk)





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# Mick Walsh

## FROM THE COCKPIT



**W**ith a 67-year-old car, even one as famous as the 1948 Spa 24 Hours winning Aston Martin (see p142), there's now little chance of meeting the people directly connected with its early history. But researching the life of St John Ratcliffe Stewart Horsfall – better known as 'Jock' – has produced some rich and diverse connections over the past month, none more rewarding than a trip to Suffolk to meet his close friend Ian Girling. He's 94, but Girling's memory is amazingly lucid about those exciting years directly after the war before Horsfall was tragically killed racing ERA R11B at Silverstone in the 1949 Daily Express International Trophy.

"Jock's mother was deeply superstitious, and hated the ERA," Girling recalls. "She'd had a premonition that Jock would die in a green car, which is why all of his Astons were painted black. We'd gone by coach to Silverstone with the local motor club, and didn't hear the terrible news until a radio report while stopping at a pub on the way home. I was deeply shocked."

After leaving the RAF, Girling first met Horsfall via mutual friends in the Eastern Counties Car Club: "Jock had acquired a 2-litre Aston chassis that he was prepping for Formula B [what became F2] and needed some help. I ended up spending six months living at his mother's home, Cliff House near Dunwich, where the car was built in the stables. Jock was good company and had a great sense of humour. One cold night he decided to pour some Castrol R over the heating bricks. The smell was wonderful, although we both suffered the runs the following day. He was a fantastic driver – very fast but super smooth."

"Jock had an amazing memory for a route and, one night returning from his brother's house in Diss [28 miles away], he told me to drive while he rode blindfold and called out each turn. I tried to trick him with a diversion, but he guessed immediately. That's why he was such a superb long-distance racer. His eyesight was poor, but he had prescription lenses fitted to his goggles."

A self-taught engineer, Horsfall was a natural at tuning, a skill developed from motorbikes in his teenage years: "The drive that encircled Cliff House became a race track, and even his father joined in. At the end of each session we had to rake the roughed-up gravel, which had taken a beating. Jock developed a talent for taking



**'Everything of Horsfall's had to be tuned – even his Morris Eight saloon, which had a Scintilla magneto'**

engines apart and improving performance. Like his friend Freddie Dixon, he learnt the hard way. Everything had to be tuned – even his Morris Eight saloon, which had a Scintilla magneto. It was a real Q-car, and no one could shake it off."

Girling has extensively researched his much-missed friend, including covert war service for M15: "He never mentioned anything, but only recently have his connections with 'Operation Mincemeat' come to light. He was sent to check the security of airfields and army barracks, and one night was spotted by a pilot landing a Mosquito. The RAF police caught him, but not before he hid the camera in a ditch. Once he'd been released, Jock had a tough job finding it."

Horsfall's most famous role was driving his old '37 Fordson transporter with a top-secret body container to a submarine waiting in Holy Loch. No doubt the Aston hotshoe, who drove the full distance, gave his Navy officer passengers a few scares *en route*. With the release of the '53 movie *The Man Who Never Was*, no mention was made of the racing driver's role, but maybe the script



**Clockwise, from above left: Horsfall with neat 'tache; congratulations after epic solo drive to fourth in the 1949 Spa 24 Hours; Cliff House workshop with same car (on left) as the noisy Formula B racer**

writers thought that the details were too far-fetched. As Girling puts it: "There's lots about Jock's war activities we'll never know."

Girling's most vivid memories are of testing the Formula B

Aston that was rebuilt into the '49 Spa 24 Hours car: "It had tuned open exhaust pipes, following Manx Norton practice, and ran on dope [methanol]. It was very loud – you couldn't think when it was running, but we'd go out at 11 o'clock to try it. I remember keeping watch in the ditch – my task was to scrutinise the handling – and praying that the moon didn't go behind the clouds."

If you're ever visiting Dunwich, try to imagine the unpainted Aston roaring along the wooded roads under a full moon. Better still, stop at the church and pay your respects to this British hero. "Don't bother with flowers," says Girling. "The local sheep will only eat them."



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# James Elliott

## MISFIRE



I am a cynical and grumpy sod at heart. So it was no surprise that the juxtaposition of a super-glitz rally raising cash for deprived and orphaned children in Africa didn't immediately make sense to me. I mean, can a swish dinner at Mercedes-Benz World, followed by a leisurely trip to Blenheim Palace in a fleet of megabucks classics, really gel with helping out a child for whom getting a major leg up was moving out of the sewer he lived in and into the world's grimmest slum? Yes, that's a real case.

Well, apparently the best way to combat that sort of negative perception is to invite the king of contrary on the event. Which is how I ended up on the Hope Classic Rally. It aimed to raise in the region of £150,000 for the charity HOPE HIV, which does tirelessly brilliant work. Check out the website – [hopehiv.org](http://hopehiv.org) – but be warned it is pretty heart-rending.

Of course, there was a sprinkling of celebrity stardust on the rally. The event was flagged off by Jodie Kidd and attended by designer Karen Millen – “I’ve got one of your shirts, bought it in TK Maxx for a tenner”. The entry list included the likes of former Stig Ben Collins, England Rugby World Cup hero Lewis Moody – a long-term supporter of the charity who has now learned that he desperately needs an RS Williams 7-litre Aston in his life – and perma-smiling Ant Anstead (the one who gets his hands dirty in *For the Love of Cars*). He drove a Ferrari 365GTB/4 Daytona in shorts and flip-flops and

proved to be a top bloke and a proper enthusiast.

So far, so much as expected, you might think, except you’d be wrong. You see, for me the less high-profile individuals were the real stars. First of all, a bunch of people paid good money to drive loaned cars on the rally (only finding out which one at the pre-event dinner) and I admire them a lot. A load of others paid equally good money simply to drive their own cars to Blenheim and, in a way, I have even more respect for their contribution. But top of the tree for me are the characters who donated the classics to be used by the punters. Just two of these publicity-shy collectors between them accounted for a quarter of the cars on the run, everything from a spectacular ex-Roy Salvadori Jaguar XK120 (which ran out of fuel, much to the driver’s embarrassment) to a Ferrari 250GT Short Wheelbase. Think about that. Clearly these chaps aren’t paupers, but to be prepared to loan a Gullwing – yes, there was one of those, too – or an SWB to a complete stranger to raise cash for charity is in my book 1) kind of heroic and 2) demonstrates how fervently they believe in the cause.

And now I know where that fervour comes from. There are too many people dedicated to this charity and the rally to mention them all, but, as well as thanking Russ Lindsay – the man behind the *Classic Car Show* – who did more than anyone to pull it together, I must tell you about one other. Phil Wall set up HOPE HIV and you will never meet a more passionate fund-raiser.

So how did he feel about the perceived gulf between what he experienced on the rally and the horrors he sees in Africa? After correcting me that while others may see “horrors” in Africa he sees only hope (hence the charity’s name), his reasoning is simple.

**Elliott was sceptical about a posh do to help people in need, but was won over by the selflessness of those involved. Above right: TR3 volunteered by Hurst Park**



‘While others may see “horrors” in Africa, Phil Wall sees only hope – hence the charity’s name’

No one should feel guilty about the apparent extravagance; such events not only raise pots of money, but also give him access to his next raft of supporters. They are genuine people, too. After all, every one taking part could have just written a fat cheque to HOPE HIV and stayed at home to watch the Ashes and Wimbledon, but they preferred to support the cause via a relaxed day out with some like-minded souls and lovely cars. Naturally, I applaud that sort of thinking.

So, while paying thousands to drive 100 miles from Brooklands to Blenheim may seem rather excessive and not that challenging, the potential good this little jaunt will do, far away and in the long run, is inestimable. Consider me won over.

While we are on the subject of generosity, on the Friday afternoon the day before the off, I found myself due at the Brooklands dinner in an hour, but with the Jensen’s propshaft on the floor outside the office and the realisation that I had ordered the wrong UJs. Yet it took one phone call to the Wooding brothers at Hurst Park Automobiles ([hurstpark.co.uk](http://hurstpark.co.uk)) and 30 mins later I had a beautiful TR3 (see p255) to do the event in. And then to take up to Chateau Impney for the rest of the weekend. I did 350 faultless miles in their car and they asked nothing whatsoever of me.

So there you go, it is surprising how often the classic car world – and the quality of people that inhabit it – can bring a tear to the eye of even this curmudgeonly old scrote.







For the Classic Collector

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# Simon Taylor

## FULL THROTTLE

**I**n 50 years of playing with cars instead of doing a proper job, I've got my backside into most things, from Brighton Run veterans to F1 cars. But I'd never sampled a slingshot dragster – huge engine, a few tubes, bicycle wheels at the front, truck wheels at the back, and a foolish pilot following from behind with his legs wrapped around the rear axle. My friend Dean Butler, Anglophile American and inveterate collector of eccentric machinery, decided it was time to put that right.

Dean is very generous in letting his chums play with his toys and, among others, I have enjoyed his elemental 1911 Mercer Raceabout and his superb 1938 Maserati supercharged straight-eight Grand Prix car. Now he'd found a chance for me to try the Charlie Bang Special.

The Alford Speedfest is a delightful event run on a little track next to the Grampian Transport Museum in distant Aberdeenshire. Tirelessly organised in aid of charity by James and Sarah Parker and Tony Yule, it includes pursuit sprints, rally cars, supercars, historics, an air display and a mass of trade stands. It attracts a keen crowd from all over north-east Scotland.

The Charlie Bang Special was built in 1964 and was the fastest flathead dragster of its day, using a radically modified sidevalve Ford V8 with Offenhauser heads and Mercury crank. The legendary Charles Bang of Kentucky, who built it, says nothing would get him into it now, but he had one piece of advice: "When you pop a wheelie [when the front wheels come up as you start] whatever you do don't lift off, or you'll go over backwards. Just keep your right foot hard down to spin the wheels some more, and that'll get you to the end of the strip."

Except at Alford there isn't a strip. It's a small oval. They told me to show off to the crowd with a dramatic start, and then try to get it slowed in time to steer the tiny front wheels around the corner so I could do another launch on the other leg. And, apart from a little handbrake used to get it staged on the line, it doesn't have brakes. None. In its normal habitat you have half a mile at the end of the strip – and a parachute – to slow down, but not here.

*"When you pop a wheelie, don't lift off, or you'll go right over backwards. Just keep your foot hard down"*



The Charlie Bang Special is a piece of dragster history. Below: Jim Robbins Special got Indy 500 pole in 1955

Getting in is very much part of the fun. You clamber into a kind of tuck-'n'-roll bucket way out in back, curling your legs around the huge diff and up over the axle. There's a little butterfly to steer with and only two pedals, accelerator and clutch, because – did I mention? – there are no brakes. The engine fills your vision, and its open shriek is what F1 cars should sound like.

There is no rev counter either, but I am told to build the revs as high as I dare, then a bit more, and come off the clutch. There's a devastating clout on my shoulders like the gods are bidding me a hearty hello, the noise deafens me, the front wheels bounce off the ground, the huge rear wheels spin inches from my face, rubber smoke, fuel mist... I try to keep it more or less straight with that silly little butterfly – and at once I have to come off the power, haul on the useless little handbrake and concentrate on steering around the curve of the oval, which surprisingly the dragster manages quite well. Then I'm on the opposite straight, and can do it again. In fact, I do



six starts. It's such huge fun I don't want to stop.

Dean also sent the Jim Robbins Special, which Gary Hoyt put on pole for the 1955 Indy 500 six weeks before he was killed in a Sprint car at Oklahoma. It's something else: offset for Indy's left turns, pioneering Kelsey-Hayes disc brakes, and a huge thump from each of the alcohol-burning Offenhauser's four 1-litre cylinders. It rewrites the book on torque, spinning its wheels in any gear; and it also rewrites the book on understeer, especially as I have to hold it in gear because it's jumping out of second. A glorious handful, but driving that monster flat-out for four hours in the Mid-West heat must have been a job for Real Men. Thanks again, Dean.

JOHN STEWART



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# Martin Buckley

## BACKFIRE

**M**useums can feel like places where old vehicles go to die, and Stondon in Bedfordshire always struck me as a classic example of that. Here were some random old cars in some random outbuildings that heated up in the daytime and chilled at night. The resulting condensation wreaked havoc over the years.

So Brightwells' Stondon Collection sale was slightly depressing, but at the same time one of the most interesting it has held recently. The 135 lots kicked off with an Enfield Electric and finished with a steamroller, and featured almost every other genre of vehicle in between.

These included a gyrocopter and a Zil surface-to-air missile transporter – complete with missile. Like most of the heavyweight militaria, this was not on-site. In any case, the Ministry of Defence insisted that it was withdrawn.

I am no stranger to Brightwells' sales, but I have never bought anything at one – or any other car auction, come to think of it. It was just something about the sheer variety that made it a must, and knowing that most of the lots would be in poor order meant there might be a bargain. There were sufficient possibilities that I was moved to register as a bidder and see what transpired.

I suppose I had half an eye on the microcars, or more specifically the invalid carriages; I have long had a fascination with these unsavoury little vehicles. I remember seeing them lined up on the touchlines at football matches on TV in the 1970s, and pootling around the streets followed by a cloud of two-stroke fumes.

As small boys, we had a very non-PC name for them that I won't repeat here, but, thinking about it, most of these cars must have been driven by ex-soldiers, sailors or airmen injured in WW2. Hardly a car fit for heroes. Quite apart from the image problem, they had a propensity to catch fire. In period, Stirling Moss and Graham Hill were instrumental in a campaign to get them banished from the roads, although you could still legally use one until '03. I just liked the idea of having a 'banned' car in the collection, and was also mindful of the way that microcar values have shot up of late.

Clearly the market is way ahead of me on this topic. I was quite prepared to give £500 or maybe a grand for the '66 Invacar Mk12 just for a giggle, but was shocked when the bidding ended at £2500. Later, when the Tippen Delta made five grand, I was speechless.

There were various examples of this sort of mass hysteria throughout the sale: ropey old Riley and Rover projects of no particular distinction making up to £8000; a rough Jensen that you could buy any day on eBay for £5k at £16,000; 18 grand for a bodykitted 911 about which almost nothing was visually correct.

The 'best' one, though, was a '67 BMW 2000 CS. I have a soft spot for these and recall seeing this one in the museum years ago, already looking pretty sorry for itself. The humidifying effects of the building had done their worst and the car was, literally, hanging, with hardly a solid panel on it. One corner of the bootlid was missing altogether. The only good things I could say about it were that the interior looked as if it might clean up and it was the twin-carb manual.

Anyway, for old times' sake (I had a 2000 C auto when I was in my 20s), I was willing to give the poor thing a home – until the bidding began.

It opened at my total budget and finished at almost £6000. Just out of interest, I would love to know what that car's future is going to be.

Not that there wasn't some value to be found. Tidy post-war

porridge such as the Armstrong Siddeley Lancaster or a cute Austin A40 van didn't seem all the money at £1500 and £3500. I also expected the honest S3 Bentley to do a lot better than £15,000.

Probably the cleanest car was the red Austin Ambassador at £1300, but being A-reg rather than Y-reg it didn't have the full John Shuttleworth vibe so I had to give it a miss. I went home feeling dejected long before the steamroller came up. Guess what? It made only a grand. Surely it would weigh in for more than that...



From top: our man has always liked Neue Klasse coupés, but not at £6000 for a shed; he was amazed when Tippen Delta invalid carriage made five grand; Invacar at half that looked a good buy in comparison



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# Bonhams



## Letter of the month

Letter of the month wins a free 12-month subscription to *Classic & Sports Car*. Existing subscribers will receive an extension once their current agreement expires.

### Grandmother kicked the driving habit

While reading the July issue of *C&SC*, my attention was drawn to Chris Randall's article concerning the Horstman from Bath.

In the normal scheme of things, this might just have been another fascinating milestone in motor vehicle development. But as the story unfolded, bells started to ring and memories of my grandmother, Margery Fleeson, returned.

I remember her telling me when I was a slip of a lad that her first car was a two-seater Horstman with a kick-start. "Cars don't have those!" I'd retorted, to which she replied adamantly: "Well this one did!"

Born in 1895 in the fashionable part of Lower Broughton in Manchester, she would have been in her late 20s or early 30s when she owned the Horstman, and said that she was one of the few girls who had a car then. She always was

a bit of a revolutionary, playing golf as well as getting involved in theatre work for many years.

My grandmother was married to Marcus Fleeson, who had a passion for big sporty saloons. I remember a pale-green Jaguar (possibly a MkV) parked outside their house in Ashton-on-Mersey.

The most enthralling experience happened when my grandfather took me for a spin in his Riley RMB. When we arrived home I rushed in to tell my mother that we had driven (charged, more like) down Shaftesbury Avenue in Timperley at 70mph. My mother went spare and gave him a good wiggling. Those were the days before seatbelts. Sadly this brinkmanship came to an untimely end in 1951, when my grandfather died.

His cars were vastly different to those of my father, who had a



Luke had assumed that his grandmother was wrong about Horstman kick-start

Standard 14 followed by an Austin Devon and then a series of Ford Consuls. My grandmother never forgot her Horstman, however, and I heard her talk about it in old age. She

had a full life, which came to an end in 1981, but the funny thing is that I never once saw her drive a car.

**Chris Luke**  
Skals, Denmark



Re-shelled Ferrari was great, but cramped

### Much missed Drogo

I really enjoyed Simon Taylor's story about the Chris Kerrison Ferrari (*Full throttle*, July).

When '2735' was restored with the correct-type body, I bought the Drogo shell and mounted it on the chassis of '3611', a 1963 250GTE. I later discovered that this was a car used by John Surtees when he was a Ferrari factory driver. Allen Goodall finished the project for me, installing a 275GTB engine.

I raced it at Monza, Spa and Brands Hatch. It was a great car, although the roof was so low I could only drive it with my head cocked to one side. The handling was terrific and it was very tractable – I used to drive it to my local pub, where it always stole the show.

I loved the car, but around 1994 I needed the money so sold it to Dan Ghose. His co-driver crashed it at Imola, but it was rebuilt and is today alive and well in the USA. Definitely a car I should have kept!

**John Starkey**  
Via e-mail

### Malvern memories

Richard Heseltine's feature in the June issue confirmed for me that the Morgan featured was the one that made £128k at auction in '14.

Of deeper interest, however, was the car's sometimes elusive existence in Canada for much of its 52 years. Richard traced its history back to the original dealership, the legendary (in Morgan circles, at least) Sterne's Garage in Vancouver, where I first encountered it languishing on the forecourt.

In the early 1980s I was stunned to find it parked at the side of a rural road near Princeton, in British Columbia's cowboy country. A mark on the door may have been

the remnant of a number – I recall at least one rumour of it having been run at the now long-gone Westwood mountain circuit.

I came across the car a couple of other times over the years, most publicly in '86 at the first All British Field Meet, a Vancouver event that now attracts more than 500 vehicles. By that time it was blue, but still wearing its Strombergs. The following day it appeared at a parking lot 'hillclimb', where it was being driven with vigour.

That was the last I saw of the car until it showed up in a Stateside magazine with its two-tone, twin-Weber, 'LawrenceTune' look.

**Larry Emrick**  
Vancouver, Canada



Emrick and Morris both remember 'our' Plus Four Plus from its days in British Columbia

### Inspired by Sterne

On seeing the Morgan Plus Four Plus on the cover of the June issue, I immediately turned to the article.

I've had an interest in this little-known model since seeing a black one in the window of the local Morgan dealer back in the '60s. The car seemed to be perennially rooted to the showroom floor, so it became fixed in my memory. Imagine my surprise, then, when I realised that you were featuring the same car.

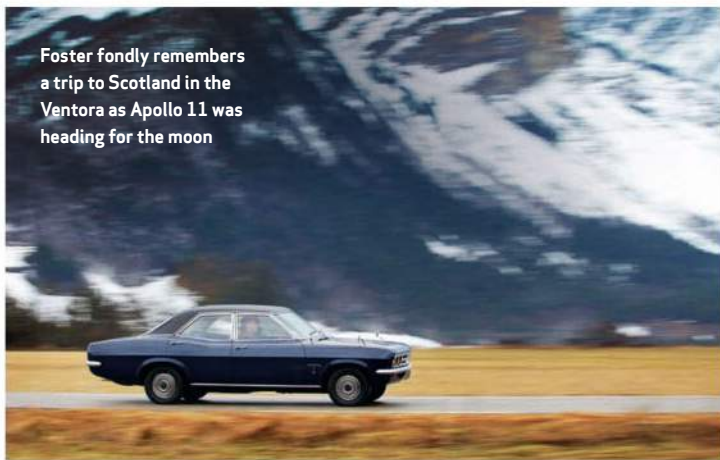
Sterne's Garage inspired my life-long interest in English cars and old 'GB' was a hero at Westwood, our local racing circuit. I have an image of him sitting in his Plus 8 before an event, Mrs Sterne giving him a peck on the cheek. Cut to the heat of the race and 'GB' thunders over Deer's Leap, the big V8 sounding relaxed compared to the competition. Braking smooth and late for the hairpin he makes the slow, deliberate downshifts required by the Moss gearbox as the others squirm and slide with tyres howling in protest. Next lap the same thing, except that 'GB' has opened the gap in a demonstration of just how smooth going fast can look. Great memories!

I'm now selling a Jaguar to make room for my first Morgan. I haven't found it yet, but when I do it will mark the consummation of a process initiated all those years ago by the late great 'GB' himself.

**Tom Morris**  
Sechelt, British Columbia



Foster fondly remembers a trip to Scotland in the Ventora as Apollo 11 was heading for the moon



## Space-age saloon

Martin Buckley's tour through the Alps from Monte-Carlo to Geneva (July) brought back some boyhood memories, because my late father John Foster bought a nearly new Ventora in 1968. I was still in single figures but already a car enthusiast.

Purchased from the Vauxhall dealer in Croydon, VPC 829F was pale blue with a then-fashionable black vinyl roof. The car replaced a Ford Cortina 1600E: my parents had decided to become caravanners and Dad didn't think the Kent engine was man enough for the job.

My father made some tasteful modifications to the car, the most striking being the fitment of a set of GT alloy wheels (marketed, I believe, by Paddy Hopkirk) plus a Moto-Lita steering wheel.

Besides being interested in cars, I was also captivated (as I still am today) by NASA's Mercury, Gemini and Apollo space missions. Being a schoolboy with a vivid imagination, I used to liken our Vauxhall to the Command Module and our Knowsley caravan to the Lunar Excursion Module – well it was an excursion module of sorts!

After some practice in the New Forest, we embarked on our first proper caravan holiday (to the Scottish Highlands) in the summer of 1969. We stayed mostly on Tayside, visiting Blair Atholl and Balmoral as well as going up the Glenshee chairlift – with me listening much of the time to the radio reports on the Apollo 11 mission, and observing the night sky. The apotheosis was looking up at the moon on the day of the landing.

So while Neil Armstrong made his first small step for man, we made our first family steps into the Scottish Highlands and caravaning. Dad soon tired of the latter, but never got bored of Scotland.

Thanks for a fantastic magazine of such consistently high quality.

**John Foster**  
Lincolnshire Wolds



Excalibur a great tow-car, says Clearwater

## Godfather's sword

Having read Martin Buckley's piece comparing an Excalibur SS with a Panther J72 (*C&SC*, April), I'd like to point out that the Excalibur's mascot is not standard. Instead of the cross the car now has, it would have left the factory with a vertical sword in the circle, representing the legendary sword of King Arthur.

I have just finished restoring a 1969 Excalibur Phaeton with an interesting history. The car was originally owned by 'The Godfather of Soul', the late James Brown, until it was seized by the IRS for tax irregularities in 1982. It has the optional four-speed manual gearbox and has no trouble towing my classic single-seater racer.

**David Clearwater**  
Invercargill, New Zealand

## Select the gearbox

In your story about the Delahaye 135CS (June) you state that the car was offered with the option of a Cotal pre-selector gearbox.

Sorry, but the *électro-magnétique* Cotal is totally different to a Wilson 'box. There were two gearlevers: one with four positions, plus a second to select forward or backward motion. It was necessary to depress the clutch *before* engaging gear but thereafter you could change without it. A good dynamo and a well-charged battery were necessary for its good functioning.

The Wilson pre-selector is another story. It was better for fast driving, but less user-friendly – Madame Lago died in a car crash after the misuse of the pre-selector on a Swiss road.

**Jean Collomp**  
Via e-mail

## One that got away

In the summer of 1970 or 1971, a friend I'd met at college in the '60s asked if I'd be interested in buying an Aston Martin. I said possibly, so he took me to an address on the outskirts of Brentwood. As we drove, he explained that the owner of the car was his uncle, who was in the US Air Force and had been living here for a number of years. He'd been recalled to the USA, so his wife was winding up their affairs in the UK and had to get rid of the car. The price was £200.

When we arrived we were shown to a barn and there it was, an Aston Martin DB2/4. The paint wasn't very good and the interior trim was missing apart from the driver's seat, but the body was straight. It wouldn't start when I tried it, but some fresh petrol plus a little oil down each bore did the trick. It roared into life and I was able to drive it up and down the farm track, but it became apparent that the engine had a serious oil leak.

The only entries in the buff logbook stated that the first owner was David Brown and the second was Tommy Simpson (a cyclist who died during the Tour de France).

In those days the history of a car was far less important than it is now, and it had no influence on my decision. I couldn't work out where the oil leak was because it was hidden by the carburettors, and £200 was three months' salary so I declined the offer. I also reasoned that I could buy a serviceable XK150 for little more if I wanted such a car.

For many years I've fretted over this decision and yearn to know if the car survived. Does anyone know if it did and where it might be now?

**Robin Moorshead**  
Eye, Suffolk



Superb story reminded Bryant of his Corgi

## A jolly good feature

The article on the Fiat 600 in the August issue of *C&SC* led me to look in my model cabinet, where I found the Corgi version that I have had since childhood. It even still has the numberplates and tax disc that you could fit yourself from self-adhesive sheets sold as accessories.

**Richard Bryant**  
Via e-mail

# Pedant of the month

Pedant of the month wins an exclusive *C&SC* baseball cap. Send your observations to [james.elliott@haymarket.com](mailto:james.elliott@haymarket.com)



On page 201 of the July issue, it was reported that Sir Stirling Moss would be selling his Porsche RS61. The article states that he drove the car at the Le Mans Classic in 2010 but that he announced his retirement prior to the race. The event was actually the Le Mans Legends race in 2011, and took place shortly before the start of the 24 Hours on the full circuit. Here is a photo of him in the Paddock on that weekend with the car and his co-driver, Ian Nuthall, who completed the race on his own.

**Russell Brown**

## Comments and clarifications

The large lorries that can be seen across the US are referred to as 'semis' (pronounced sem-eyes) or 18-wheelers. Americans use the actual number of wheels on the rig, whereas Brits count twin wheels as one – so a UK eight-wheeler has 12. Simon Taylor says (*Our classics*, June) that in an Amelia parking lot he found 'scores of 16-wheelers'. I wonder what happened to all of those extra wheels?

**Mike McCombe**

Your July article on the Swallow Doretti stated that the story started with Ernest Sanders of Helliwells. His name was actually Eric, not Ernest. His family are old friends. Great story, though.

**David Jackson**

It's a pity that some of your advertisers, who are selling cars costing hundreds of thousands, don't know the difference between the words *concoirs* (as in *concoirs d'elegance*) and *concourse* (a large open area). Look it up, guys!

**Chris Burdon**





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Clockwise, from above: Bill Krause pits his D-type against Ferrari, Maserati and Chevy-Aston at Palm Springs in '58; Kuhn's MG often appeared in glamour work; Dave MacDonald in the King Cobra at Laguna Seca in 1963; Gurney eyes Bondurant at Riverside, '63





# Allen Kuhn

## Photographer rediscovers his heyday

A keen interest in “funny little European cars”, and the loan of his mother’s Kodak Pony started Californian Allen Kuhn’s passion for motor-racing photography. As Kuhn recalls: “It all began in October 1955. By chance, one Sunday we went by Torrey Pines where a race meeting was being held. I used up a full roll of film. I was hooked.”

The following January, Kuhn was back with a new 35mm Canon, and the results were much more encouraging: “I had more idea of how I wanted to shoot, and my enthusiasm was later fired up by winning a national high school photographic award with a picture of Fred Woodward’s Jaguar Special.”

A photo class at school introduced Kuhn to developing his own prints, and he built a darkroom at home. Encouragement from teachers led to a two-year college course, and he was soon splitting his time between motor racing and glamour assignments: “My first car was an MG TD and, with the military draft imminent, I took it on a road trip up Highway One towards Oregon. That was followed by an Abarth Zagato that I remember once running out of fuel on the Golden Gate Bridge. Thankfully, the cop was more interested in the car and so waived the fine.”

With most of the early sports car races in California held on USAF bases, photography was a challenge because of the flat landscape and

hay bales: “With all its elevation changes, I loved shooting at Paramount Ranch. Sadly, due to several bad accidents they closed it down in 1958. Dan Gurney was the man to watch; my favourite shot is him in Frank Arciero’s 4.9-litre Ferrari.”

With the film stock available, Kuhn was forced to use slow shutter speeds: “I could get away with 50ASA, but I liked to really capture speed. You were able to get very close to the action but viewfinders weren’t totally accurate. I think my hearing problems today are down to those fantastic Ferrari V12s.”

For glamour assignments, Kuhn would often involve cars: “I used my MG, and also went to local garages. At the Rootes dealership we used an Alpine, but only years later found out it was a Tiger prototype.”

As mid-engined cars took over, Kuhn lost interest in racing: “With the Testa Rossas and Scarabs, the ’50s was the most beautiful era. I wish I’d shot more around the pits.”

The hoard of more than 5000 negatives was stored away, and for 50 years remained untouched until Kuhn discovered historic racing by chance: “*Vintage Racecar* magazine was very encouraging and the scene reactivated my interest. My daughter designed a website, and I started scanning the pictures. I’d love to do a book one day.” MW

Visit Kuhn at *Automobilia Monterey* or see [www.vintage-sportscar-photos.com](http://www.vintage-sportscar-photos.com)



Above: Riverside in '64, as Lothar Motschenbacher in a Lotus 20 gets a victory kiss from his soon-to-be wife, Marilyn Fox. Left: vivid colour shot of Ken Miles in a Porsche RSK Spyder, at Riverside in '60



Left: Jerry Titus in the Cheetah at Riverside in '64. Above left: model Valerie Samuels poses with Alpine – the car later turned out to be one of three Tiger prototypes



# THE FREDERIKSEN COLLECTION

Saturday 26 September 2015  
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Bonhams is pleased to be the exclusive auctioneer for the Frederiksen Collection. Featuring rare, coachbuilt examples from the most exclusive marques, this exceptional collection is considered one of the finest in Europe and will be offered at the 16th century Lyngsbækgaard Manor near Ebeltoft, Denmark.

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# Bonhams



# CLASSIC & SPORTS CAR BOOK OF THE MONTH

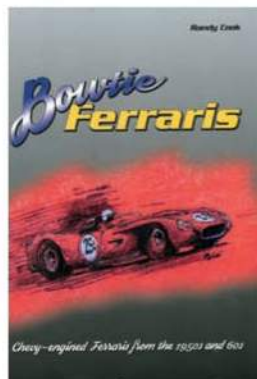
## IL CAVALLINO NEL CUORE

The title may be Italian but thankfully there's an English-only edition of Leonardo Fioravanti's autobiography.

During his career, this hugely respected and popular stylist and aerodynamicist shaped some of the greatest Ferraris, from the roadgoing 250LM to 288GTO, while he also holds an impressive list of patents. His design CV includes 24 years with Pininfarina before working at Maranello and later for Centro Stile Alfa Romeo.

This handsome 256-page study covers all his Ferrari work with special emphasis on the Dino, Daytona, 308GTB, 400i and F40, as well as lesser-known projects such as the BMC Aerodynamica, and the Alfa Romeo 164.

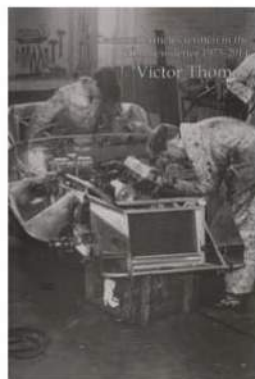
The translation is a little florid at times, but Fioravanti's enthusiasm for his work vividly comes across. Although progressive design has always been his philosophy, he enjoys old cars having raced historic Lancias and completed the Mille Miglia retro in a Disco Volante. Best of all are the early chapters, which are illustrated with doodles from his student sketchbooks. **MW £75** Leonardo Fioravanti, Giorgio Nada Editore. ISBN 978 88 791 1622 0



### Bowtie Ferraris

If the idea of a Chevy V8 (hence Bowtie) shoehorned into a Ferrari appeals, this great self-published work is for you. Some current owners would probably like to see the books pulped, but many of the cars have fascinating histories –

such as the Testa Rossa that was turned into a dragster in Venezuela. **MW £40** Randy Cook, RAC Motorsports Publishing. ISBN 978 0 6923 0836 3. See [www.hortonsbooks.co.uk](http://www.hortonsbooks.co.uk), or call 01672 514777



### Lotus Eleven

Victor Thomas is well known in historic Lotus circles, and this paperback compiles his HLR technical features from 1975–2014. There's a wealth of in-depth information balanced with histories of individual Elevens. Highlights include a review of the coupé conversions, the Costin

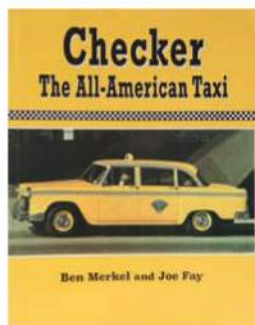
mono plus the Monza cars. Reproduction is patchy, but if you're interested in Elevens, you'll enjoy this compilation. **MW £25** Victor Thomas. ISBN 978 9 1637 7625 0. See [www.mediatrix.com/lotuseleven](http://www.mediatrix.com/lotuseleven)



### Museo Storico

With the revamped Alfa Romeo museum finally opening last month, Italian publisher Giorgio Nada has produced this 224-page guide.

Detailing the site's bold redesign plus company history, it also focuses on star exhibits – from the 1910 24hp ALFA to the 155 V6 TI that dominated the Italian Superturismo Championship. Neil Davenport does a fine job of translating, while there's a great mix of contemporary and modern images – but at a hefty price. **MW £60** Leonardo Acerbi, Giorgio Nada Editore. ISBN 978 88 791 1635 0



### Checker

Although the last Checker cab was produced in 1982, the shape remains instantly recognisable today. Those keen to learn more about the iconic taxi could do worse than dip into this book, which, although it relies largely on captioned

photographs, is nonetheless an informative read. It's a shame, though, that the text doesn't appear to have been proof-read, because the clunky style and typos (Adolph Hitler being one example!) detract from what is an interesting work. **MT £21.99** Ben Merkel and Joe Fay, Earlswood Press. ISBN 978 0 9574 7547 2

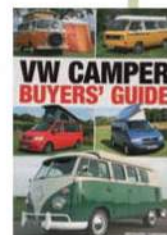
### MODERN CLASSICS

Latest subjects in Veloce's *Essential Buyer's Guide* series are the *Jaguar X-150* (by Nigel Thorley, ISBN 978 1 8458 4806 4) and the fifth generation, 2005-'14 *Ford Mustang* (Matt Cook, ISBN 978 1 8458 4798 2). Current values, potential problems and model development are all covered. **£12.99** From [www.veloce.co.uk](http://www.veloce.co.uk)



### VW CAMPER REVIEW

With 224 packed pages, Richard Copping's paperback is an ideal starting point if you're thinking about buying a VW Camper. From the first-generation Transporters to the latest T5, all models are covered with full specification, options, buying tips and values. **£14.99** Richard Copping, Behemoth Publishing. ISBN 978 0 9928769 1 3



### RACE-DRIVER WHO'S WHO

Originally published by Haynes in 2013, Peter Higham's magnum opus is a brilliant reference source. With more than 2500 biographies, this triple-volume set is a remarkable compendium. The remaining copies are available from EVRO at a saving of £100 on the original price. **£75** See <http://evropublishing.com>



### FERRARI 333 SP

The newest in Veloce's *WSC Giants* series of paperbacks focuses on the Ferrari 333 SP. From the car's inception by Giampiero Moretti of Momo to its final races in 2003, author Terry O'Neil covers every significant outing, with spotlights on key drivers. It's a pity there isn't more about the car's design and development. **£16.99** Terry O'Neil, Veloce. ISBN 978 1 8458 4758 6







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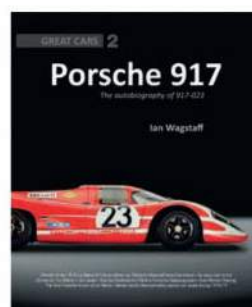
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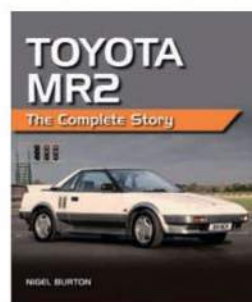


## Porsche 917

The second of Porter Press' *Great Cars* series spotlights the sensational 1970 Le Mans-winning Porsche 917. Author Ian Wagstaff is making a speciality of single-chassis racing histories, and does a superb job here with 917-023.

Development, an in-depth race log, driver focus (with a wealth of interviews, led by Hans Herrmann and Richard Attwood), plus post-factory ownership and its historic racing *Doppelgänger* are all covered, making it a gripping study. The book is packed with period pictures, plus circuit maps and ephemera, while James Mann's studio photos complete the work.

Future titles include the Rob Walker Ferrari 250SWB and Maserati 250F '2528', making this series a 'must-have' set. **MW £60**  
Ian Wagstaff, Porter Press International. ISBN 978 1 9070 85 21 5



## Toyota MR2

Thanks to Mazda's all-conquering MX-5, the Toyota MR2 is often overlooked as a budget Japanese sports car, but this work accords the mid-engined two-seater some of the limelight it deserves.

The evolution begins with a history of the firm – from its beginnings building weaving looms, through the hesitant US launch of the Toyopet Crown in 1957, to its earliest attempts at building sports cars. The focus then turns to the MR2 itself, with chapters covering all three iterations. Also covered are some rare adaptations, including the Technocraft Spider and 222D rally project, while a short section at the end includes some rather questionable modified vehicles.

An interesting and informative book with a wealth of illustrations, it's spoilt only by occasional Americanisms creeping into the text. **MT £25**  
Nigel Burton, Crowood Press. ISBN 978 1 8479 7931 5

## CLASSIC MOVIE OF THE MONTH

Motoring moments from big and small screens

### Thunder Road

Shot in moody monochrome, the 1958 cult classic *Thunder Road* was a favourite with America's drive-in movie scene. Inspired by a true story involving the death of a moonshine runner in Knoxville, Tennessee, the script was co-written by Robert Mitchum (who eventually took the lead as Kogan War veteran, Lucas Doolin) and the ruthless gangster Carl Kogan (played by Jacques Aubuchon).

The dramatic stunt sequences filmed on location in Kentucky and Tennessee were co-ordinated by Carey Loftin, who was later involved with such car-themed classics as *The French Connection*, *Vanishing Point*, *Duel* and *Days of Thunder*. Just to add extra authenticity, some of the dramatic car-to-car scenes involved actual moonshine drivers. Fords were primarily used by the runners, including a hopped-up 1951 Custom Deluxe driven by Doolin, while the cops were in Chevys.

Rumour has it that Elvis Presley was keen to play Doolin's younger brother, but the role was blocked by his manager, Col Tom Parker. From sourcing authentic cars used by 'moonrunners' to co-writing the theme song, *The Whippoorwill*, this was very much Mitchum's baby. He later re-recorded the song with the title *The Ballad of Thunder Road*. The poster, meanwhile, was enough to inspire Bruce Springsteen to write *Thunder Road*, 'The Boss' claiming that he'd never seen the film. **MW**







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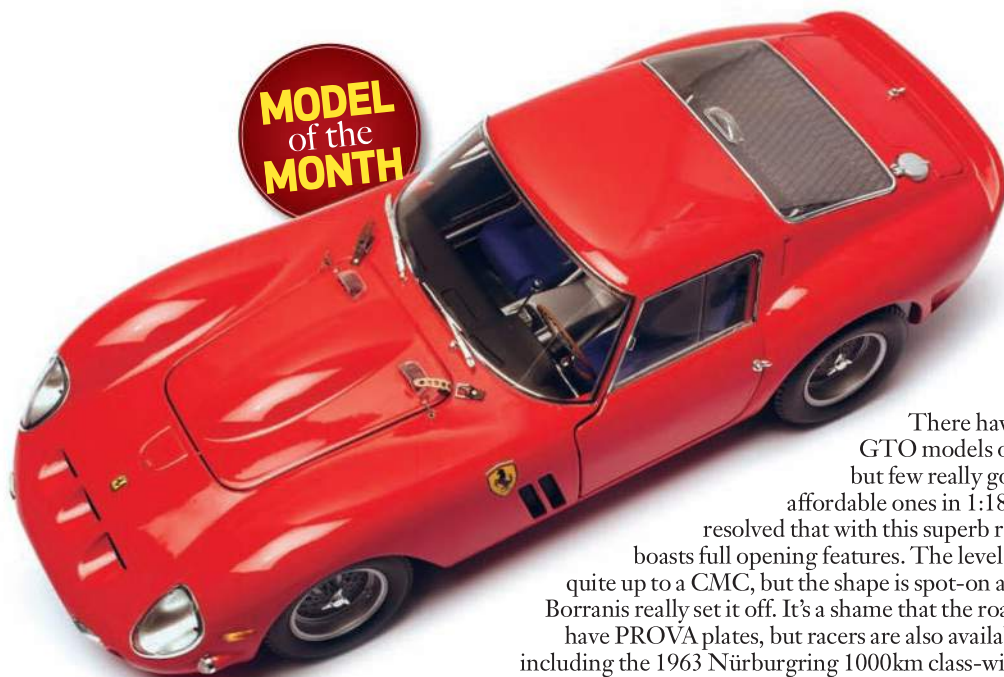
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There have been many GTO models over the years but few really good relatively affordable ones in 1:18. Kyosho has resolved that with this superb release, which boasts full opening features. The level of detail isn't quite up to a CMC, but the shape is spot-on and the scaled Borranis really set it off. It's a shame that the road car doesn't have PROVA plates, but racers are also available (£249.99) including the 1963 Nürburgring 1000km class-winning '3943'.



Stunning mini GTO perfectly mimics cabin



Six twin-choke Webers on Colombo V12

**1:18**

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- 2** Minichamps' 1939 Alfa Romeo 6C-2500SS Corsa Spider, £259.99

**1:43**

- 3** Minichamps' 1956 Chrysler Norseman, £109.99
- 4** Matrix's Porsche 911S four-door by Troutman & Barnes, £82.99
- 5** Matrix's Jaguar XJ6 Series III Ladbrooke-Avon Estate, £74.99
- 6** Neo's 1972 Maserati Boomerang, £70.99
- 7** Corgi's Triumph Stag Mk1, £19.99
- 8** Corgi's Lotus Esprit Series 2 JPS World Championship Commemorative Edition, £19.99

- 9** Automodello's 1948 Norman Timbs Special streamliner (see C&SC, July 2010), £99.99
- 10** Spark's 1993 Light Car Company Rocket, £49.99
- 11** Oxford Diecast's Datsun 240Z, £24.99



Unless stated, all items are available from St Martins Models (08448 878888; [www.diecastlegends.com](http://www.diecastlegends.com)); 10% discount for orders from C&SC readers quoting 'CS0915'

## Swapmeet diary

- 9 August** Stafford Showground, Weston Road. 250 tables, 10:30am, £3.50 01604 846688; [www.barrypotterfairs.com](http://www.barrypotterfairs.com)
- 22 August** Brentwood Centre, Essex. 200 tables, 10am, £3 01522 880383; [www.j-jwebbttoyfairs.com](http://www.j-jwebbttoyfairs.com)
- 31 August** International Indoor Arena, Huntingdon, London Road, Cambridgeshire. 230 tables, 10am, £3 J&J Webb Toyfairs
- 5 September** Rugby Vintage, The Benn Hall, Rugby, Warks. 100 stalls, 10:30am, £3.50 BP Fairs
- 6 September** Pavilion Gardens, Buxton, Derbyshire. 150 stalls, 10:30am, £2.50 BP Fairs
- 6 September** Springfields Exhibition Centre, Spalding, Lincs. 150 tables, 10am, £2.50 J&J Webb
- 12 September** Sandown Pk, Surrey. 500 tables, 10:30am, £5.50 BP



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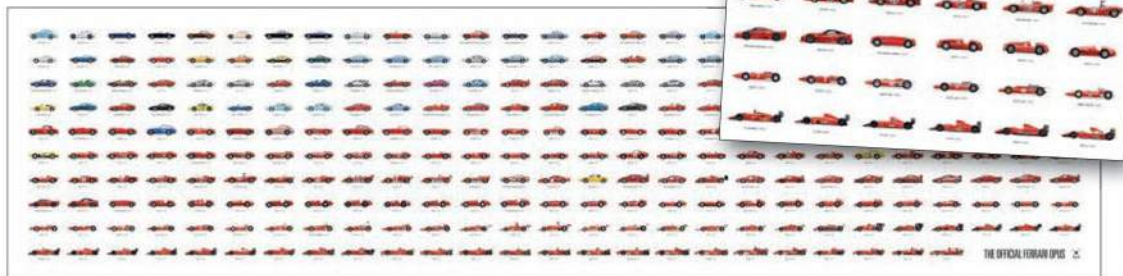
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# MARANELLO MONTAGE

A spectacular panoramic poster featuring 267 different Ferrari types has been produced by Opus, a London-based publisher specialising in limited-edition books and prints. Created by the firm's own studio team, the artwork includes profiles of road cars, sports racers and Grand Prix machines. The models depicted range from the 166 Inter to 599GTO, 125S to FXX Evoluzione, and 125F1 to F10.

The poster is available in two formats (200 x 50cm or 135 x 72cm), each printed on heavyweight satin art paper. The price is £99, but Opus is offering a special deal to *C&SC* readers at £49.99 including p&p. Order from enquiries@thisisopus.com, or see [www.thisisopus.com](http://www.thisisopus.com)



## Classic driver's waterproof

The Zandvoort Raincoat is the latest high-quality design from Suixtil. Modelled on the style worn by racers in the '60s, it is available in beige or racing green. Features include a grey cotton lining, high collar with concealed hood, drawcord in Argentine race colours, key loop and double zip. It costs €300 (\$310 in the USA). To order, go to [www.suixtil.com](http://www.suixtil.com)



## Race and aviation pictures

Graeme Simpson of Motor Racing Tradition offers a wonderful range of historic motorsport and aviation photographs. From portraits of Land Speed Record legends Sir Malcolm and Donald

Campbell (left) to machine gun testing on a tethered Spitfire (below left), the reprint collection is available in various sizes to special order. Simpson also always has a stock of original vintage prints.

For details call 01905 821863, or visit [www.motorracingtradition.co.uk](http://www.motorracingtradition.co.uk) to view the full collection.



## Special-edition Ahrens watch



The 75th birthday of the renowned Porsche 917 driver Kurt Ahrens is being celebrated with a new special-edition commemorative wristwatch from Speedo Classic.

Ahrens was one of the few German aces who was able to tame the tricky prototype, taking victory in the 1969 Austrian 1000km and pole position at Le Mans in the same year. Although he never crashed while racing, Ahrens suffered a huge shunt while testing the 917 longtail in the wet at the Ehra-Lessien proving ground.

Just 75 Ahrens Kyalami watches will be produced, priced at £280 each. See [www.speedoclassic.co.uk](http://www.speedoclassic.co.uk)

## Outer Circuit record-breaker

To coincide with the popularity of the Napier-Railton Race Experience, Brooklands Museum has produced a new t-shirt. Celebrating John Cobb's fabled Outer Circuit aero-

engined titan and its awe-inspiring 143mph lap record, the design is printed in two colours on a blue background.

The garment is available in four sizes and is priced at £14.99.

Also available is a range of postcards, plus there's a forthcoming new miniature of the record-breaking racer. For more info call 01932 857381, or visit [www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)



## THE CHAMPION'S LID

The talk of Artcurial's 22 June automobilia auction in Paris was the €98,500 (£69,489) paid for a signed Ayrton Senna helmet, as worn during the 1990 season. Other high prices included a Bugatti oil can for £1567 and a Ferrari surfboard for £1935. Artcurial's next automobilia sale takes place on 1 November. Check out [www.artcurial.com](http://www.artcurial.com)



## SIGNED TEN-BOB NOTE

A 10-shilling note autographed by Enzo Ferrari and John Surtees at the 1965 Monza 1000km doubled its estimate to make £1000 at Bonhams' Goodwood sale on 26 June. The banknote came with photographs authenticating its provenance. A 206GT instruction manual achieved a remarkable £3750 in the same sale.



## Automobilia diary

**9 August** Garstang Autojumble, at Hamilton House. Pitches £15, entry £3.50, open 9am-1pm 07836 331324; [www.garstangautojumbles.co.uk](http://www.garstangautojumbles.co.uk)

**11-12 August** Automobilia Monterey, Embassy Suites, CA, USA. Tony Singer's quality event. 10am-6pm, entry \$15 [www.automobiliamonterey.com](http://www.automobiliamonterey.com)

**13-15 August** Pebble Beach RetroAuto, The Inn at Spanish Bay ballrooms, Pebble Beach, CA, USA. Relocated and much expanded, 10am-5:30pm, entry free [www.pebblebeachconcours.net](http://www.pebblebeachconcours.net)

**5 September** Veteran Bazar, Czech Republic 00420 327 399 248; [www.oldtimer.cz/veteranbazar](http://www.oldtimer.cz/veteranbazar)

**5-6 September** Beaulieu International Autojumble. The UK's biggest, with 2000-plus stalls. Pitches from £130, entry from £12.50. Open 10am-5pm (Sat), 9:30am-4:30pm (Sun) 01590 612345; [www.beaulieu.co.uk](http://www.beaulieu.co.uk)

**13 September** Garstang Car & Bike Autojumble. Details as 9 August  
**20 September** Newark Autojumble plus Classic Car Show, Newark & Notts Showground, jct of A1/A46. 10am-4pm, entry £10 from 8am (early bird) or £6 01507 529470; [www.newarkautojumble.co.uk](http://www.newarkautojumble.co.uk)



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## About Private Bid Sales

Out of public view, you can inspect and drive either car and learn their history without pressures of a pre-set closing date or crowds. SLML Publisher John Olson, as Sale Administrator, is absolutely candid with owners and bidders.



'72 600 Grand Mercedes



'69 280 SE Convertible

The late **Joseph Edone** (LCDR Navy, Ret.) spared no expense on his all-time favorite, this SWB 600. As a testimony to its condition, he drove it coast-to-coast, accruing **Best of Show** and **Longest Drive** trophies in the process.



John Olson has prepared candid **Condition Reports** on both cars plus a web-link to 100+ high resolution photos. Both Edone cars are in Long Beach, CA. At subscriber request Olson has conducted these Private Bid Sales since 1989, personally guaranteeing all bids are real. In this case, John knew Joe Edone and his 600 for over a decade through their mutual involvement in the M-100 Group (for 600, 6.3 and 6.9 owners). Call John or SLML Editor, Dave Tobin (612) 567-0234 or visit [www.slmarket.com](http://www.slmarket.com) to learn about these cars and how the Bid Sale format works.



**About the SL Market Letter:** Not just about SLs, but all the most collectible Mercedes-Benz models. 1 and 2 year subscriptions open the door to one-on-one SLML assistance: from tips on expert service around the country to specific model searches, price negotiation help and marketing strategies for your car. Visit our website or call to subscribe.

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# THE NEW FOREST TREASURE TROVE

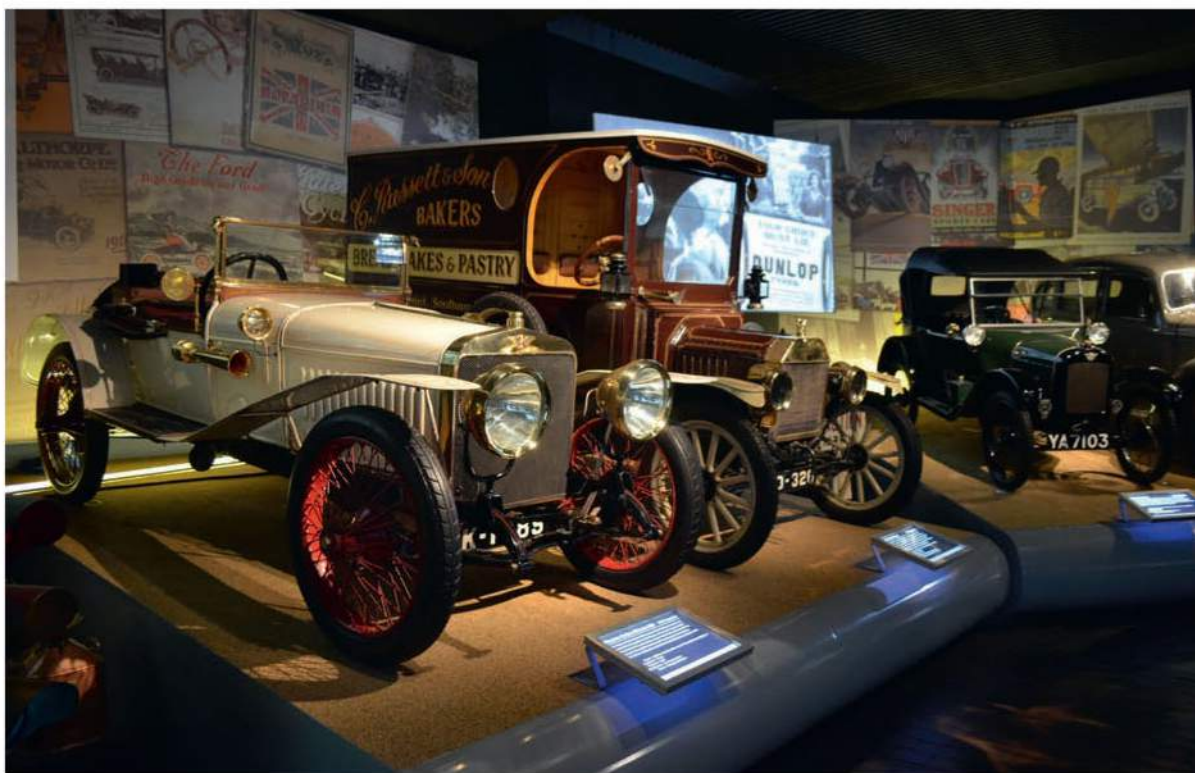
Established by Lord Montagu as a tribute to his motoring pioneer father, the Montagu Motor Museum began life in 1952 as a five-car display in this picturesque corner of the New Forest. The exhibition rapidly grew, leading to the need for more permanent accommodation – the current complex opened in 1972, at which point the name changed to National Motor Museum.

Veterans and Edwardians feature heavily, but the collection continues to expand – many of the exhibits had yet to be launched when the attraction first opened its doors. The earliest vehicle on display is the 1875 Grenville steam carriage, which is believed to be the oldest self-propelled passenger-carrying road vehicle still in working order. The most recent is a Lotus E20 driven in the 2012 Formula One season by Romain Grosjean and Kimi Räikkönen. Other notable Grand Prix cars are the '67 Lotus 49 raced by double F1 champ, Graham Hill, his son Damon's championship-winning Williams Renault FW18, and the stunning 1.5-litre BRM V16 from 1950. Earlier competition machines include a 1903 Napier raced by Charles Jarrott and a Bugatti T35.

The museum's Land Speed Record display features four of the most iconic designs to have held the crown: Sir Malcolm Campbell's 1920 350hp Sunbeam, Sir Henry Segrave's 1927 1000hp Sunbeam 'Slug' and stunning Art Deco Golden Arrow, as well as Donald Campbell's 1961 Bluebird CN7 – the last wheel-driven car to hold the LSR outright. A more esoteric record-breaker is Don Wales' Inspiration, which in '09 set a new steam-powered best of 155mph.

Nearby is a painstaking recreation of a 1930s country garage, complete with the poignant wreck of a 1925 Bullnose Morris hitched up to an Austin breakdown truck. The remains of the car were donated to the museum after it was written off in an accident in Holland. Alongside is a superb Art Deco-style filling station, in front of which stands the museum's largest exhibit, an AEC Regent bus.

Other highlights include a 1930 Blower Bentley, Group B Ford RS200, and bizarre halftrack Citroën Kégresse, while the 1935 Datsun Type 14 (imported new by Herbert Austin) must rank among the oldest Japanese cars in the UK. Motorcycles are well represented, with everything from a '36 Brough



Exotic 1912 Hispano Suiza Alfonso XIII contrasts with mass-market 1914 Ford Model T van and diminutive 1923 Austin Seven Chummy

Superior 11.50 Special to an iconic Honda C50 moped, and a selection of cars from film and TV, including *Top Gear*, is also on display.

Besides vehicles, Beaulieu is home to extensive research facilities (which can be visited by appointment only), including film and photographic archives, as well as a reference library that includes a vast number of books, magazines, brochures and manuals. The Shell art collection, spanning the period from the 1900s to the 1980s, is one of the most important hoards of commercial art in Britain.

The museum hosts a wide range of events throughout the year, including the world-famous Autojumbles. The word, incidentally, was coined by *C&SC* contributor and former curator of the NMM, Michael Ware. **MT**



Jags and Jensens, plus automobilia display



Charming 1907 Gordon Brillie fire engine



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Proteus-Bluebird hit 403mph on Lake Eyre

## The knowledge

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**Tel** 01590 612345

**Web** [www.beaulieu.co.uk](http://www.beaulieu.co.uk)



Art Deco-style garage with 1950 AEC Regent towering over '62 127 and '66 127



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**Mercedes-Benz 300 SL Roadster**, 1960, well documented, "matching-numbers", full history, "frame off" restoration few years ago.



**Mercedes-Benz 300 Sc Roadster**, 1956, only 53 examples produced, restored some years ago, original service booklet.



**Ferrari F40**, 1990, untouched original condition, mileage of only 29 041 KM! tanks were renewed in 2014.



**Mercedes-Benz 540 K Cabriolet A**, 1939, carefully restored, only 32 produced, fully synchronized 5-speed gearbox, worldwide approximately 12 cars known.



**Maserati 3500 GT Touring Coupe**, 1961, carefully restored, "matching", Weber carburetors, 5-Speed.



**Aston Martin DB 2 Vantage**, 1951, beautifully restored, Mille Miglia eligible, Heritage Certificate.



**Lancia Delta S4 Stradale**, 1989, original condition, 23.800 KM, 4-wheel drive, only 45 existing!



**Lancia Aurelia B20 Series VI**, 1958, RHD, 1 of 194 cars produced, full history, extensively restored.



**Ferrari 225 S Tuboscocca Vignale**, 1951, one of only seven produced 225 S ever, "matching".



**Facel Vega HK 500**, 1960, rare RHD, manual shift, fully restored with documentation.

Alfa Romeo 6C 2500S Touring Coupe, 1939, MM 2x.  
Alfa Romeo 1900 C Sprint Series I Coupe, 1952.  
Bentley 3 l Blue Label Tourer "Gurney Nutting", 1925.  
BMW 503 Cabriolet Series II, 1958, only 58, restored.

Ferrari 330 GT 2+2 Series II, 1967, original condition.  
Jaguar SS 100 2,5 litre OTS, 1937, old Log Book.  
Jaguar XK 150 S 3.8 l Roadster, 1960, only 14 LHD.  
Jaguar XK 150 SE FHC, 1959, "matching numbers".

MB 300 Cabriolet D, 1952, grey, fully restored.  
MB 300 S Roadster, 1953, unique coachwork, restored.  
Mercedes 16/40 "Knight" Tourer, 1912, restored.  
RR Phantom VI Landaulet, 1975, one of only 3 LHD.

Many more interesting cars in stock – please ask or visit our website: [www.thiesen-automobile.com](http://www.thiesen-automobile.com)





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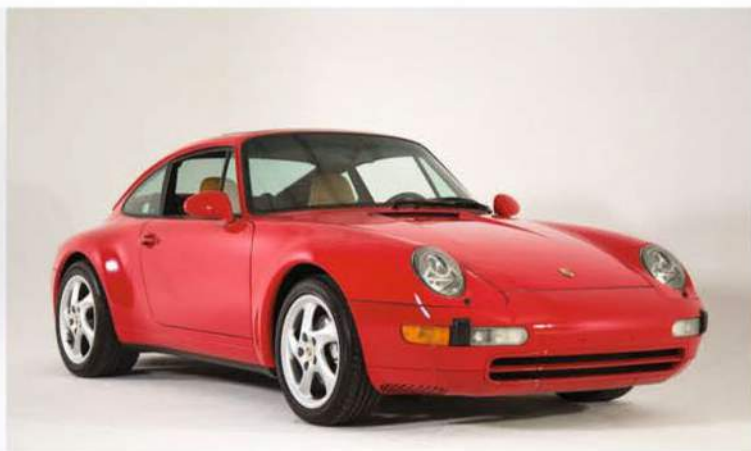
1965 PORSCHE 911 POLO RED-BLACK



1997 PORSCHE 993 CABRIOLET SILVER-BLACK



1971 PORSCHE 911E TARGA SILVER METALLIC-RED



1995 PORSCHE 993 CARRERA 4 RED-TAN



1972 PORSCHE 911T YELLOW-BLACK

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1996 PORSCHE 993 TURBO SILVER-CHESTNUT



1989 PORSCHE 964 GUARDS RED-BLACK



# MAXTED - PAGE

FINE HISTORIC PORSCHE



## 2011 Porsche 911 (997) GT3 RS 4.0 Limited Edition Nr. 289/600 | Chassis # WP0ZZZ99ZBS785273 *7,750 miles - from the Jamiroquai Collection*

The Porsche 911 GT3 RS 4.0 was the final evolution of the 997. A limited edition model of only 600 cars, which featured a special 4.0 litre 500hp version of the last ever Metzger designed engine and the last ever, manual transmission to be fitted to a Porsche 911 GT3 RS.

This immaculate UK registered example from the Jamiroquai Collection, was delivered new via Porsche Centre Toulouse - Finished in Carrera White with Black/Red Leather/Alcantara interior. (Optional equipment fitted: 347 GT Silver 19-inch wheel rims / 454 Cruise Control / 474 Front axle lift system / 585 Cup holders / 609 Audio delete / 810 Floor mats / P12 Automatic dimming interior and exterior mirrors).

Complete with all Porsche books and documentation, Nr. 289/600 comes with a full 111-point Official Porsche inspection and is available for immediate delivery.



## 2010 Porsche 911 (997) Sport Classic Limited Edition Nr. 231/250 | Chassis # WP0ZZZ99ZAS794286 *Right Hand Drive / 12,000 miles*

Launched at the Frankfurt motorshow in 2009, the 911 (997) Sport Classic was a specially designed and developed 3.8 litre / 408hp car from Porsche Exclusive, aimed at real 911 aficionados and collectors and was limited in production to just 250 cars.

Featuring a unique 911 body design with a double-dome roof, based on the rear-wheel-drive Carrera S with wider rear body by 44mm and wider track at the rear axle. A Sport Design front apron with a unique spoiler-lip and a fixed position rear-spoiler like the iconic ducktail of the 1973 Carrera RS 2.7, completed the unmistakable look of the 911 Sport Classic. All cars came exclusively with a six-speed, manual gearbox. PCCB Porsche Ceramic Composite Brakes, PASM sports suspension - lowering the car by 20mm - as well as limited-slip differential and custom-made "Fuchs" style 19-inch wheels. All 911 Sport Classics were finished with exclusive body paint in Sport Classic Grey and had a special interior trimmed in Espresso Nature natural leather, which also featured a woven leather with light-grey piped - Porsche adaptive sports seats.

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## Ferrari 275 GTB/4



Finished in a fantastic period colour combination of Rosso Cordoba with a tan leather interior, this 275 has just undergone an extensive restoration. A full Classiche Certification was carried out, confirming this is a matching numbers example. This truly stunning car comes complete with a thorough recent history file and is in the condition one would expect following the extensive restoration work.

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First registered in August 1989 finished in Salisbury blue and trimmed with Magnolia Connolly hide. Fuel injected V585 V8 Engine with an automatic transmission. The history file confirms chassis 3002G has had only three owners from new; the first of whom covered only around 500 miles prior to selling the car in 2001. Invoices are available in the car's file for servicing; the last major service having been carried out at 4,685 miles. As one would expect with such a low mileage, it remains in excellent order throughout. There can be no question that when compared to some of the contemporary European cars, the Aston, for all its Italian design, has a certain flair and remains without doubt a gentleman's supercar.

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CLASSICS



1970 Aston Martin DB6 Mk2 Coupé:  
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1992 Porsche 964 Carrera RS 3.6 Lightweight:  
Right Hand Drive: 1 of 72 Produced: Superb!



1970 Mercedes Benz 280 SE 3.5 Cabriolet:  
Right Hand Drive: 1 of 68 Produced



1958 Porsche 356 Speedster 1.6:  
Left Hand Drive: Correct Matching no's.

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1967 Aston Martin DB6 Coupé: ZF 5 Speed: 14,740 miles & 2 Owners from New  
1970 Aston Martin DB6 MkII Volante: ZF 5 Speed/Vantage: 1 of 17 Produced  
1970 Aston Martin DBS Vantage Coupé: ZF 5 Speed: RHD: 1 of 71 Produced  
1986 Aston Martin V8 Volante: Left Hand Drive: 1 of 47 Produced  
1954 Bentley R Type Continental Fastback: Concours Restoration  
1962 Bentley S2 Continental Drophead Coupé: by Park Ward: Left Hand Drive  
1964 Jaguar E-Type 3.8 Roadster: Fast Road - FIA Specification & Papers  
1966 Maserati Mistral 4.0 Coupé: Classiche: Left Hand Drive  
New/Unregistered Lotus Evora S Sports Coupé: Left Hand Drive: Vat Qualifying

1955 Aston Martin DB2/4 Mk 1 Vantage (3Ltre) Coupe: 1 of 458 Produced: Mille Miglia Eligible

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1954 Alfa Romeo 1900 C Pininfarina Coupe: Left Hand Drive  
1959 Aston Martin DB4 Coupé: Series 2: Left Hand Drive: A/C  
1967 Aston Martin DB6 Volante: (5 Speed ZF Manual+ Vantage Upgrade)  
1956 Bentley Continental S1 Fastback Coupé: Right Hand Drive  
1978 Ferrari BB512 (Carburettor): Classiche: RHD: 1 of 101 Produced  
1972 Porsche 2.7 RST: Left Hand Drive: Black, 1st 500 Production Series

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## 1973 Ferrari 'Dino' 246 GT

Named in honour of Enzo Ferrari's son, Alfredino and introduced at the Turin Motor Show in 1967, the Dino was conceived due to regulation changes in Formula 2 monoposto racing for 1967, requiring that engines in racing cars had to be production-based. A twin overhead-cam V6 mid-mounted engine was created and a compact coupé body was exquisitely designed by Pininfarina.

The Dino 246 GT was an evolution of the original Dino 206 GT, with a larger V6 engine and a wheelbase lengthened by 60mm. Apart from the longer body, the design was virtually identical, with just a longer engine cover and a repositioned fuel cap. The Dino 246 GT was noticeably quicker than its predecessor, accelerating from zero to 60 mph in just over eight seconds, and a reported top speed of over 145 mph.

Our particular example is finished in Rosso Corsa with a Nero Leather interior. The car was supplied new to its first owner in May 1973 and has only had a very low number of owners since then. Our car has covered just 32,622 miles and comes complete with two extensive history files as well as a Classiche folder. An unmistakable Ferrari icon and one of only 488 right hand drive cars ever built; a must see.

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1 of only 37 cars made and finished in Balmoral Green with Beige Connolly interior and a Black Mohair hood. This car has been restored over a number of years including a total engine rebuild in 2014 when it was upgraded to a 4.2 and unleaded fuel. This Aston Martin was originally destined to be an interim car between the outgoing DB5 and the new DB6, it utilised the last few DB5 chassis's and was referred to as 'Short Chassis' to distinguish it from the upcoming DB6. Aston Martin and some enthusiast's often mention that this is one of the most interesting and collectable of all the DB Series and was the first Aston Martin to carry the 'Volante' badge which literally means 'flying'.



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1958 Bentley SI Continental with elegant 4 door coach work by James Young. Finished in Shell Grey with Blue/Grey hide interior. This extremely rare James Young Continental not only sports 4 door Flying Spur delicate coach lines but also benefits from a sunroof. The Continental history is supported by a comprehensive history file. Please call for information.



### 1934 Rolls-Royce 20/25 3 Position 'Owen Sedan' by Gurney Nutting

This ultimate of all ultimate pre-war Gurney Nutting coachwork Rolls-Royce has had a full mechanical rebuild and was prepared for and successfully completed a demanding South East Asian Rally showing no signs of faltering on the most gruelling of high altitude mountains. Having a charming patination throughout its coachwork and interior it represents genuine ready to go anywhere Rolls-Royce motoring at the smoothest and highest level. Priced at £125,000.



### Packard Super Eight Limousine 1937

Superb example having been previously owned by a Scottish aristocratic family. Information and more detailed photographs available. Please contact us.



### 1929 Bentley 4.5 Litre Sports Coachwork by Corsica

This highly competitive and historic 4.5 affectionately known as Bluebell has racing history going back to the 30's and produces well in excess of 300 bhp. It was built by the famous Bentley aficionado Lewis 'Mac' McKenzie and has numerous wins and trophies to its credit. A massive comprehensive history file accompanies this extremely desirable road race 4.5. A rare opportunity indeed. Please call for information.



### 1952 Bentley Mk VI 4.5

Big bore engine with manual transmission. Wonderfully patinated and original having been in the same family ownership for almost half a century. Has been enjoyed extensively on European trips. Possibly irreplaceable with this outstanding pedigree. Comprehensive history with highly respected RR/B Specialist Competitively priced at £49,950 one of two available.



car has benefitted from a complete repaint (3 years ago), which has



**1958 / MGA Mk1**

Fine & Classic is proud to present for sale this desirable MGA Mk1 1500, one of only 5,869 RHD cars sold originally to the home market.

The car has undergone a complete 'body off' chassis and mechanical restoration to a very high and exacting standard, which has been carried out by its previous motor engineer owner who acquired the car in 1983.

A comprehensive history file containing receipts for all works and services accompanies the vehicle and to improve on the road communication it has been fitted with the later mk2 rear light cluster and front side lights, with separate indicators. The car comes complete with its original weather equipment and tools.

This is a truly lovely period British Sports car, ready to be used and enjoyed.

**Guide Price: £33,995**



**1958/ MGA Mk1**

Fine & Classic is proud to present for sale this delightful MGA Mk1 1500. Fully restored in 1986/7, it has covered just 14,974 dry miles since the restoration and has won numerous awards.

Originally exported to the US in LHD form, the car was brought back to the UK in 1985, when it was converted to RHD and had a full body off restoration to a very high standard by marque specialist Mark Danes Classic Cars of Somerset. It was then purchased by its only UK owner in 1987.

The car has been meticulously maintained, with all receipts for work and previous MoT certificates included and comes complete with full weather equipment (including a full tonneau cover). All tools, handbooks and a service manual are present.

This is an exceptional traditional British sports car to be cherished and enjoyed.

**Guide Price: £35,995**







## 1963 Jaguar E-type 'Semi-Lightweight Spec'

Recently prepared for a well-known Jaguar racer, this 1963 Jaguar E-type was built to 'Semi-Lightweight' specification using a steel monocoque with alloy panels. Fitted with a freshly rebuilt Sigma 3.8l race engine, 4-speed close ratio gearbox and limited-slip differential, this E-type is ready to be raced with minimal preparation. Accompanied by current FIA HTP papers, it is eligible for a plethora of pre-66 GT events including Spa Six Hours, Gentlemen Drivers and GTSCC.

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## 1967 Ferrari 330 GTC

London Motor Show car, supplied new to Tommy Wisdom. One of only 21 right hand drive models.  
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#### BMW E28 M5

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#### BMW E9 3.0 CSI

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#### Porsche 964 Carrera 4

£POA With only 53k miles.



#### 3RUVFKe 964 3.6 7UER 'X88'

£POA As new, with delivery mileage.



#### Porsche 964 Carrera RS

£POA Original paint, less than 21k miles.



#### Ferrari 599 GTO

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## 1959 Ferrari PF Coupe Series II

- Fully Restored
- Last Affordable Vintage Ferrari
- Desirable Series II Model

This stunning example of a Ferrari 250 PF Coupe is nearing the end of a two year restoration with a marque specialist. One of only 351 cars built, this is a desirable early Series II example with disk brakes and four speed gearbox with o/d. Delivered new to Giacomo Cuoghi of Modena in October 1959 it had one more Italian owner before it was sold by American Ferrari legend Tom Meade from his premises overlooking the Autodromo and exported to the West Coast. Before it left Italy it was fitted with the later, much improved outside plug engine. It came to the UK in 2012 and was UK road registered prior to restoration. Restoration work includes a full engine, gearbox and back axle rebuild; newly built brakes and suspension, and instruments; all brightwork re-chromed; meticulous restoration of the Pinin Farina body; and new leather interior. The car has been returned to its original colours of Blu Dauphine with Natural, and will be shortly ready for final assembly.

EPOA

### Lotus XI S2 Le Mans 1500



### Maserati 3500 GTi



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### Healey 100S FIA HTP



### Aston Martin DB2/4 MK3



### GTO Series I RHD



### Aston Martin DBR1



### XK140 Roadster



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### 2002 PORSCHE GT2 996 TWIN TURBO:

**24,227 DOCUMENTED MILES FROM NEW.** Stunningly Original Arizona car. Arctic Silver (X1)/Black Leather(71), Twin Turbo, 3.6 liter engine, with **SIX SPEED MANUAL SHORT THROW TRANSMISSION.** A perfect example of one of the most expensive Porsches built in the era. **PORSCHE CERTIFICATE OF AUTHENTICITY** and original window sticker showing new vehicle retail price of \$189,955. Includes books with pouch, service records, tools, inflator, tow hook, and **CLEAN CARFAX**, showing it as one owner prior to coming to my small collection with no history of any issues. Excellent in every way, a true collector car. One of only 184 vehicles produced for the North American market in 2002. A very rare example in stunning original condition and very limited in production numbers. **\$142,500 USD**



### 1985 PORSCHE TURBO LOOK FLAT NOSE CABRIOLET:

**11,073 DOCUMENTED MILES.** This very rare and exceptional example of the Turbo Look, Flat Nose, Cabriolet was produced for the German market through the "Special Wishes" program and survives today as a rarity all to itself. The CanCan Red leather trim is virtually never seen in the 911 of this era. Comes with books, tools, jack, car cover, soft top tonneau cover, and full zip tonneau cover. **CLEAN CARFAX** documents ownership and miles, as well as the fact the vehicle spent much of the last decade in private collector ownership in Hawaii. **PORSCHE CERTIFICATE OF AUTHENTICITY** as well as written communiqué from Porsche, Germany documents and authenticates the vehicle's originality as a Factory Flat Nose, Turbo Look Cabriolet as well as all other options. An exceptional example of a very rare collector car. **\$175,000 USD**



### 2006 MERCEDES-BENZ SLR MCLAREN:

**3,114 DOCUMENTED MILES FROM NEW.** Through the incomparable collaboration of Mercedes-Benz and McLaren this incredible Super Car was developed. Built in Portsmouth and the McLaren Technology Center in Woking, England. The SLR was inspired by the Mercedes-Benz W196 F1 race car of 1955. Zero to 60mph in 3.4 seconds, and the standing quarter mile time of 11.2 seconds at 130 mph which by today's standards...a Monster Super Car performance. Crystal Laurent Silver paint (977) with Semi-Aniline Black Leather (512). Original cost North of \$470,000. 1 of 189 vehicles imported to USA in 2006. Shows as delivered new from Mercedes-Benz. Stunning example. **\$257,500 USD**



### 1962 FUEL-INJECTED CORVETTE CONVERTIBLE:

327 Cubic Inch/360 Horse Power Engine, 4-Speed Transmission. Roman Red Lacquer paint, white soft top, and black interior. Arguably the highest scoring 1962 Corvette Fuelie in NCRS history. **PERFORMANCE VERIFICATION AWARD. WINTER REGIONAL TOP FLIGHT AWARD Score: 99.288. NATIONAL CONVENTION produced the coveted DUNTOV MARK OF EXCELLENCE AWARD SCORE: 99.6.** Purchased in '85 by the owner/restorer, who then spent the next 25 years collecting original parts, restoring them and the car to its near-perfect original condition. Three thousand labor man hours resulted in this stunning example. Included are ALL judging sheets, many invoices, Corvette constructors manual, and award data. Truly an exceptional example resurrected to virtually near new delivery condition. A finer frame-off restoration will not be found. **\$139,500 USD**



### 1957 CORVETTE CONVERTIBLE 283/270HP DUAL FOURS:

Stunning numbers-matching classic. Born June 19, 1957 with delivery in South Dakota and 1 of 664 4-speed examples produced that year. In 2008 an extensive effort was undertaken in a several thousand hour, frame-off restoration to restore this classic to exacting standards as delivered from the factory by Chevrolet in '57. A true nut-and-bolt restoration. The original factory color of Artic Blue with Cream upholstery with cream convertible top makes this a re-born collectors' dream. **MULTI-LEVEL NCRS AWARD WINNER: NCRS LOCAL TOP FLIGHT AWARD/99.4%, NCRS REGIONAL TOP FLIGHT AWARD/98.4%, NCRS PERFORMANCE VERIFICATION, NCRS DUNTOV MARK OF EXCELLENCE AWARD/98.8%.** Stunning in every respect. Not a better example on the market today. **\$129,500 USD**



### 2005 FORD GT:

**1,255 ORIGINAL DOCUMENTED MILES. SPECTACULAR!!!** An Absolute Original 2005 Ford GT. All Four Factory Options. **CLEAN CarFax** verifying no damage or paint history, no odometer issues, no structural, or loss history. Unblemished, and exceptional in every way and as delivered new!! Car comes with extra key, extra key fob, original window sticker, books, tire inflator with tow hook, and car cover never out of the original sealed plastic packaging. Mark IV Red/Ebony Leather/White Stripe. The car spent its entire life in Oklahoma, with CarFax historical documentation, and is believed to be one family owned. Excellent in every way. **THE CAR NEEDS NOTHING** and is truly an amazingly original example of the American Super Car. **\$315,000 USD**

Part of a private collection offered for sale. Historical restoration photo chronologies available.  
Worldwide shipping easily arranged.



### 1990 FERRARI 348TS (087357):

**4,624 DOCUMENTED MILES.** Purchased from family estate of the original owner who passed in 2005. Hundreds of Ferrari Publications collected by the proud owner with tools, jack, spare, original window sticker, and canceled checks used to purchase the car on March 8, 1991. Red/Tan Leather trim showing virtually no wear. Complete engine-out belt service completed July 31, 2014 at 4,618 miles. Current invoices totaling \$12,000 show the car mechanically and cosmetically has been brought to Ferrari standards. **CLEAN CARFAX DOCUMENTING MILEAGE AND OWNER HISTORY.** Truly an original **BOX STOCK** example. You must see to believe. \$117,500 USD



### 2007 PORSCHE GT3 997:

**3,042 DOCUMENTED MILES.** Carrera White w/ Black Full Leather trim. One of the purest and original cars on the market today. Matching white 19 inch alloy wheels and red brake calipers, heavily equipped and preserved in amazing originality. Equipped as shown on the Porsche Pro Forma Invoice with options too numerous to mention. **PORSCHE CERTIFICATE of AUTHENTICITY.** Books, tools, tire accessories, inflator, and car cover. Paint and interior are as delivered new. **CLEAN CARFAX** with verification of every mile as well as the documented history reflecting **NO DAMAGE**, and **NO MILEAGE ISSUES** throughout its sheltered life. A very limited production run of the 997.1 GT3 from 2006 to 2009 of only 2,378. Rare and impeccably presented. \$139,500 USD



### 1967 PORSCHE 912 COUPE:

**THREE OWNERS FROM NEW.** This beautifully preserved and restored Polo Red/Black Interior Porsche 912 began life as a European Delivery in late 1966. The odometer shows 83,636 kilometers converting to just over 51,000 miles believed to be correct, but exempt. This amazing example comes with **PORSCHE LETTER of AUTHENTICITY**, OEM Owners Manual and Pouch, Original Specification Literature, jack, and recent maintenance service records from 6/4/14. This 912 is truly one of a kind and shows fantastic quality and condition. This is a collector car and NOT a driver! \$71,500 USD



### 1968 MERCEDES-BENZ 250SL PAGODA:

A remarkably original car throughout with one original color body respray in its lifetime. White (050) body, Dark Olive (291) hard top, Green (124) parchment MBtex interior, and Green (721) soft fabric top as originally delivered from the Factory. This impeccably original, matching-numbers example is offered with the original Mercedes Benz Data Card, books, tools with pouch, jack, and recent service records. Five date coded original wheels, original front fender spot welds, original hood stamping, original stamping on the hard toneau cover for soft top, and ALL original interior throughout. **FACTORY ORIGINAL 4-SPEED TRANSMISSION.** Very well preserved and cared for over its lifetime; runs and drives as it should, has absolutely **NO RUST** or smoke from the 2.5 liter engine. Truly a rare find in originality showing a mere 99,451 miles. \$72,500 USD



### 1965 CORVETTE 327/375HP FUEL INJECTED COUPE:

This unblemished example is perhaps the highest award winning and most correctly restored 1965 Corvette Coupe on the Planet. Rally Red/White upholstery/Red Carpets and Dash. **BLOOMINGTON GOLD CERTIFIED 97% score, NCRS TOPFLIGHT CERTIFIED 97.7% score, TRIPLE CROWN CERTIFIED 99.9% score, GOLD SPINNER AWARD.** A painstaking and meticulous restoration completed on this California car in 2005 that consumed several thousand labor hours. Only 1 of 5 known FI coupes with this color combination. F40 Suspension, Close-Ratio 4-Speed, Lacquer Paint, PVV, PB, Teak Steering Wheel, Off-Road Exhaust, 370 Rear End, FIVE Original Factory Knock Off Wheels. Restoration judging photos, shipping data report, all judging sheets, and copy of original window sticker accompany the vehicle. \$145,500 USD



### 1997 PORSCHE AIR-COOLED TARGA:

**25,103 DOCUMENTED MILES.** A Porsche Collectors' dream car. Only 576 units produced for US and Canada in 1997 makes this 911 a rarity. Pristine Black on Black. Absolutely **BONE STOCK** and Original throughout including wheels, paint, and supple leather interior showing virtually NO wear. Car comes with books, including stamped up-to-date maintenance manual with invoices for the 30,000 mile inspection, tools with pouch, jack, extra key, and a copy of the Porsche Data Card showing all original factory equipment. Truly a rare find in today's heated Porsche market. Near flawless both cosmetically as well as mechanically. Targa top, shade, wind deflector, and rear spoiler work to perfection. **CLEAN CARFAX AND AUTOCHECK** documenting original mileage as well as one Doctor's ownership throughout its sheltered life. A very rare and hard to find Example. \$127,500 USD



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**356 CONVERTIBLE D** | 1959 - Black and inside red leather - Just like new

**356 PRÉ A COUPÉ** | 1953 - Ivory and inside red leather

**356 SPEEDSTER** | Grey and black leather - Like new

**356 ROADSTER** | 1960 - Black and red leather - Very rare options

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**ONE OF FIRST 911 S TARGA** | 1966 - Orange and black leather - Never Restored - 60% of original painting - Extremely rare state

**911 S COUPÉ** | 1966 - Grey and inside red leather - Restored to new

**911 2,2 S TARGA** | Blue metal and inside tobacco leather - Hight level of restoration

**911 2,2 S COUPÉ** | 1971 - Pastel blue and inside black Recaro - Amazing original state - Like new

**911 CABRIOLET 3.2 L** | 1985 to 1989 - Many collection car - From 60 000 €

**ATTENTION 964 RS** | 1992 - 39 000 km - Navy blue - Never repainted - Collection state

**ATTENTION 993 RS CLUB SPORT** | White - 37 000km - Never repainted - Collection state

**993 4S** | Many - Collection state

**993 S** | 1997 - 69 500 km - Blue and inside black leather - Very rare original state

**993 CABRIOLET C2** | 1995 - Black and black leather - 75 000 km - Perfect

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**2008 PORSCHE 997 TURBO COUP.**

Basalt black with Red leather. Sports exhaust, sports chrono, Aircond, sports seats, plus mega spec. 18,700 miles with FPSH. This car is as new. **£54,950.**



**1987 PORSCHE 930 TURBO COUPE**

Finished in Jet Black with Black and linen full leather trim. Air cond, ESR, Factory Fuchs Alloys, Complete and fully documented Porsche Service History, All Books, Tools, etc a stunning, original, mint example, with sensible mileage, near concours. **£74,950**



**1994 FERRARI 348 SPIDER**

Rosso Corsa with Nero Leather and Nero Mohair hood. One of 75 RHD examples ever made, 19000 Miles from new 2 former keepers, all Books, and Tools as New. **£89,950.**



**2001 MERCEDES E550 AMG**

One owner, the famous "Nick Mason" from new !! Finished in silver with full black leather, AMG alloys, air-cond, cruise, electric seats, self-close, heated seats, parking sensors etc etc. 116,000 miles with FMBSH. Recently fully recommissioned cosmetically at vast expense, also to include cherished registration number ICVN. **£16,950**



**1969 JAGUAR E TYPE S2 FHC**

RHD example in special order Ecosse blue with Red leather and CWW. Stainless Exhaust and uprated brakes. Ground up restoration in 2004 sold by us to its last owner, stunning example **£69,950**



**2009 COBRA 427 BY MAGNUM**

Jaguar turquoise with black leather trim. 7.1 Ltr V8 Chevrolet engine by Rick Wood, 431 Ci producing 571 BHP. **£44,950**



**1998 PORSCHE 993 CARRERA 2 MANUAL**

One of the last 4 ltd editions built. LHD. Speed Yellow, massive spec, 38,000 miles with Full documented history, Stunning. Please call or Email for full details. **£79,950**



**1979 MERCEDES 450 SL SPORTS**

Alpine white with original blue leather, 80,000 miles, full service history hard and soft tops. **£18,950**



**1939 BSA SCOUT SPORTS TOURER**

Pine green with black leather trim. Last owner 16 years, restored in 200 to high Concours standards and still superb. **£24,950**



**1989 MERCEDES 300SL SPORTS, AUTO.**

Alpine white with black trim and grey inserts, black hard top. flat face alloys, 2 owners 60000 miles, and full history, a genuine concours example, (as New) **£29,950.**



**1988 PORSCHE 911 (930 TURBO RUF SPORT) CABRIOLET**

Trim and blue Mohair Hood. Fuchs alloys, aircond, power hood. Sports seats, 30,500 miles only with full documented history. Stored in a private collection for many years, was recently re-commissioned by a leading Porsche specialist at a cost of over £26,000. A stunning and unmarked mint example. **£79,950**



**1990 MERCEDES 500SL W129**

Silver with blue leather, blue power hood and silver hard top. Flat face alloys, aircond, cruise, ASR, ABS, sports box, etc. FMBSH, 2 previous owners, in our Chairman's collection for the last 7 years, Concours winning example and the best we have ever seen. **£14,950**



**1934 ALVIS FIREBIRD,**

Special body, 2 seater sports tourer. Stunning Original example, fantastic History, and Very Rare. **£79,950**



**1967 LOTUS ELAN S3 DHC**

Red with Black Trim. 2 owners, original RHD. New Spyder chassis, uprated electrics, suspension, brakes. Full Engine Rebuild, etc. the most stunning we have seen in recent years. Due late August/Sept. **£38,950**



**2004 MERCEDES BENZ SL 55 AMG, LHD.**

silver with full red leather trim. Massive factory spec. Two previous owners 18000 miles only with FMBSH Recent service and new tyres. This car is as new. **40000 EUROS**



**1954 MERCEDES 300 W186 ADENAUER**

Very rare manual floor change, RHD example prepped for classic rallying. FIVA papers past and present, black with grey leather. **£49,950**



**1957 ROLLS ROYCE SILVER CLOUD I**

Two-tone sage green with beige leather, PAS, original RHD example, with all books, tools, etc. 72,000 miles only. **£49,950**



**1976 (one of the last built) FIAT 500**

With sunroof. Matching numbers, LHD, Rust free, unrestored, low mileage, mint original example. The best you will ever see !! **£12,950**



**1963 ALFA ROMEO 2600S BERTONE COUPE**

Rosso Corsa with Tan leather trim. Original factory RHD, 58,000 miles only, matching numbers, all books, tools, etc. **£49,950**



**1948 MG TC.**

Original UK car with matching numbers. Traditional Green with Green Leather and Tan Mohair hood and weather equipment. Restored to concours standards a few years ago to a very high standard, and only 1100 miles since. Stunning example, with All correct documentation, history, etc. Price: **£39,950**



**1971 PORSCHE 911 2.2S TARGA**

Matching Numbers, original car, dealer converted RHD. Yellow with black trim. New alloys, exhaust. Still Sharp. Books, Tools, & restoration history, Very rare & in lovely condition. **£89,950**



**1986 MERCEDES 300SL, AUTO.**

Silver with Nautic blue hard top, blue hood, and blue leather trim. Flat Face Alloys, last famous owner many years, a stunning, mint, and original example, all books, tools, and documented service history. Superb. **£24,950**



**1983 JAGUAR XJ6 4.2**

Masons Black with light tan leather. One Family Owner from new, and 24,000 Genuine miles from new (repeat 24,000 miles only) 2012 Norwich Union "champion of Champions", described as the "BEST XJ6 in BRITAIN". All books, Tools, MOTS, Service History with Jaguar. A MINT and totally original XJ6. Serious enquiries only. **£POA**



**1971 PORSCHE RSR REPLICA.**

Originally Based on a Carrera 3.2, and recently re-worked and uprated to one of The BEST RSR rHFrHDWlyBnWl.OAG 30HDVH HPDHDOD, Martin Daly for full, and detailed spec. **£69,950.**



**1958 BENTLEY SL.**

Oxford Blue with Original red Leather trim. RHD matching numbers car, last owner many years, 70000 miles only, maintained to the hLJhHVW RI VWDnGDGV DGGRLWGHNNW Drg most original examples in the UK **£45,000.**

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FERRARI 412i MANUAL GEARBOX, EUROPEAN VERSION 1988



LAMBORGHINI ESPADA 400 GTE SERIES 2 1973



LAMBORGHINI JARAMA GT S 1976



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# Cutting wedge design

**Ross Alkureishi** experiences angular creases and soft curves, as he chooses between Giugiaro and Stevens variants of Lotus' enduring mid-engined Esprit

PHOTOGRAPHY **TONY BAKER**





YSA 102S

UK SPORTS CARS



Growing up in the 1970s, I can distinctly remember a Corgi James Bond Lotus Esprit being one of my most prized possessions. Yet even so, I've never really been much of a wedge man. This mystifying discord is accentuated today by the striking image of a Calypso Red S1 in my mirrors: it's simply mesmerising. Those sleek Giorgetto Giugiaro lines are a lesson in design simplicity, and endow the low-slung Esprit with supercar dynamism. Despite the fact that I'm behind the wheel of a more powerful, facelifted example, it's an intimidating presence.

As both cars arrow through Wiltshire's towns and villages, drivers and pedestrians give double-takes, turning from the origami angles of the S1 to my softer, more-rounded Esprit. Each completes their own assessment, pitting one Lotus against the other before settling their gaze on their respective choice. Thumbs-up are elicited at a fair rate, the older sibling just edging it. Perhaps it's the colour – a red sports car on a beautiful summer's day is always a winner.

Of course, it could just be that the pure lines of the original still hold the same power to bewitch as Giugiaro's 'Silver Car' design study. Commissioned after the 1971 Geneva Salon, when he suggested to Lotus founder Colin Chapman that they should collaborate, the designer was given the task of crafting a prototype for the successor to the mid-engined Europa. Nine months later, the car appeared on the Italdesign stand in Turin, where its futuristic outline beguiled the crowds.

After a convoluted gestation period, prototype number two arrived in November '73. This time a joint creation, it ditched the concept's bastardised Europa chassis in favour of a pre-production version of the finished car's backbone design. The intervening fuel crisis had, however, caused a significant shift in Lotus' plans. The intention had been to offer four-cylinder and V8 variants, but that was no more; the new car would be available only with the 16-valve, double-overhead-camshaft 'four' that in 1974 would power its front-engined Elite sibling.

Lotus had a rich history of modifying other manufacturer's powerplants, but the 907-series unit was its first fully developed engine. The firm had intended to utilise a 2-litre Vauxhall slant-four block but experience with it in the 62 racer had exposed weaknesses. As a result, Ron Burr simply used it as the basis for the new homegrown motor. The final piece of the Esprit jigsaw was a Citroën SM five-speed transaxle, which – despite that model already being defunct – was built with Lotus-selected ratios and, most importantly, at an affordable price.

The press greeted the model enthusiastically at its October 1975 Paris motor show unveiling. *Motor Sport* called the Esprit Colin Chapman's 'trump card', citing a list price of £5814, a top speed of 138mph and a 0-60mph sprint of 6.8 seconds. There was, though, a small caveat, the magazine stating that the figures were 'excellent for a 2-litre, four-cylinder production sports car, so long as they are more accurate than those quoted by Lotus for the Elite at its introduction'.

The trouble was, they weren't. It quickly became apparent that there was a distinct lack of go, for all that snazzy space-age show. *Autocar* managed 0-60mph in a disappointing 8.4 secs and a top speed of just 124mph. Supercar looks but without the rocket-propelled oomph to back

them up could be forgiven at a bargain list price, but that had swollen to £7883 by 1976 – when an Alfa Montreal, which was quicker, cost £6999 – and it was heading even further north. It would take the 1980 arrival of the Turbo – first in limited-edition Essex livery, and then standard Turbo Esprit guise – to finally promote the performance into genuine supercar territory. Plus a significant improvement in build quality for it finally to be deemed a true contender.

Yet you can excuse Geoff Mitchell's S1 its period limitations as you devour its alluring exterior. That form isn't just for show, either, the shape returning an impressive aerodynamic Cd of 0.34 – remember that figure, though. Its glass-fibre upper and lower halves are bonded together, producing a black seam that draws the eye and accentuates the pin-sharp joining crease.

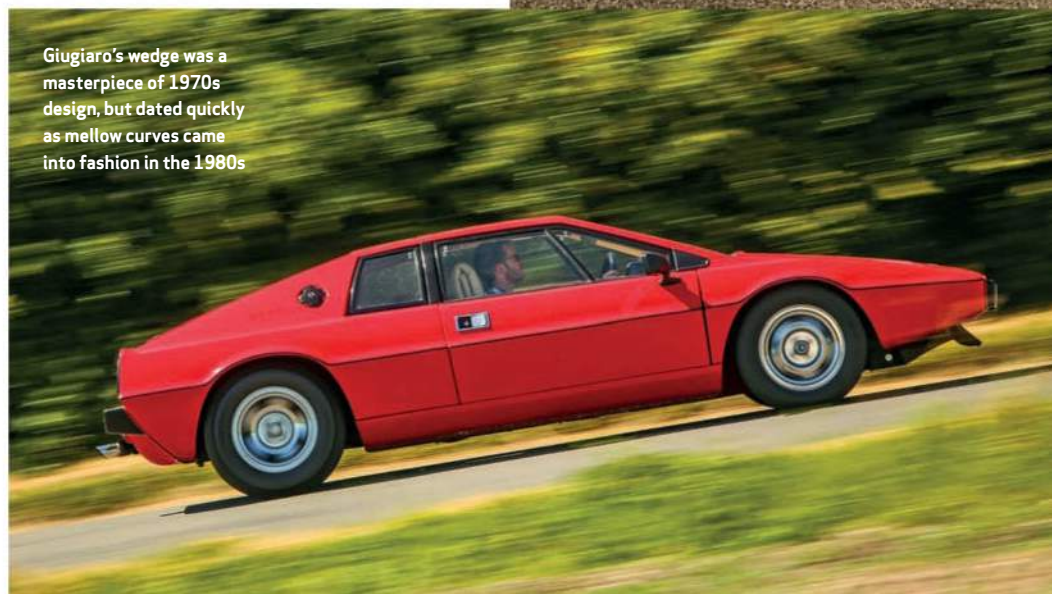
Inside it's just as delicious, even if there's no Bond girl to keep me company. You sit very low, with the reclined bucket seat offering plenty of support. Prominent funky green Veglia dials stare out of a wraparound console, with the gearstick and steering wheel – a later addition, rather than the original two-spoke item – perfectly positioned. There's a mild regret that it's finished in champagne-coloured leather, rather than the *Donald Where's Your Trousers?* tartan of many S1s, yet it retains a special feeling.

The engine fires with a gruff bark from the twin Dell'Orto carburettors, but it's more Lotus Cortina than supercar. The Esprit's inherent drama screams out for a yowling V6 or torque-laden V8, and it's easy to get a sense of how underwhelming it could have felt to some when new. The twin-cam – relatively sorted when it hit the Esprit after initial difficulties in the Jensen Healey – is willing and eager; it's not as free spinning as an Italian four-pot but 160bhp is decidedly healthy, and propels it along quite nicely. The trouble is, that description in itself is indicative of the period quandary.

The gearbox surprises, with shifts being much more positive than expected from an indirect rod and cable arrangement. At low speed, the wide track means that the steering doubles as an upper-body toning device, but it has that

**'THE GRUFF BARK FROM THE CARBURETTORS IS MORE LOTUS CORTINA THAN SUPERCAR'**

Giugiaro's wedge was a masterpiece of 1970s design, but dated quickly as mellow curves came into fashion in the 1980s





## LOTUS ESPRIT S1

**Sold/number built** 1976-'78/718

**Construction** steel backbone chassis, glassfibre body

**Engine** mid-mounted, all-alloy, 16-valve, dohc 1973cc 'four', with two twin-choke Dell'Orto 45 DHLA carburettors

**Max power** 160bhp @ 6200rpm

**Max torque** 140lb ft @ 4900rpm

**Transmission** five-speed manual, driving rear wheels

**Suspension** independent, at **front** by unequal-length wishbones, anti-roll bar **rear** diagonal trailing arms and lateral link with fixed-length driveshafts; coil springs, telescopic f/r

**Steering** rack and pinion

**Brakes** discs all round, inboard at rear

**Length** 13ft 9in (4191mm)

**Width** 6ft 1½in (1867mm)

**Height** 3ft 7¾in (1111mm)

**Wheelbase** 8ft (2438mm)

**Weight** 1980lb (898kg)

**0-60mph** 8.4 secs

**Top speed** 124mph

**Mpg** 26

**Price new** £7883 (1976)

**Price now** from £20,000

## LOTUS ESPRIT SE *(where different)*

**Sold/number built** 1987-'89/268

**Engine** 2174cc

**Max power** 172bhp @ 6500rpm

**Max torque** 160lb ft @ 5000rpm

**Suspension, front:** upper wishbones, lower transverse links, anti-roll bar **rear** unequal-length double transverse links, radius arms

**Weight** 3434lb (1559kg)

**0-60mph** 6.5 secs

**Top speed** 138mph

**Mpg** 26 (est)

**Price new** £22,950 (1987)

**Price now** from £15,000



Clockwise, from main: sharp-edged S1 shouts Bond submarine, later car red braces and Motorola; wheel non-standard; Wolftrace alloys; iconic names on iconic shape







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trademark Lotus feel and, once up to speed, it's a revelation. Within two or three corners your confidence in the car's grip has you dabbing the brakes late, before tucking in that pointy snout and powering through. It'll understeer on the limit, but even at nine-tenths you're devouring apexes faster than you might attempt in other contemporary machinery.

After a slow start, sales of the S1 began to build until the lightly modified 1978 S2 arrived, with improved cooling – thanks to distinctive 'ears' behind the rear quarter windows – and better crosswind stability from a redesigned front spoiler. The S2.2 brought a capacity increase to 2174cc, which resulted in the same power output but a significant shift in torque – up to 160lb ft – and, for the first time, a galvanised chassis. In '81, the normally aspirated S3 adopted the stronger and more durable Essex Turbo chassis, with its new top-link suspension arrangement resulting in improved comfort and handling.

This model, alongside the production Turbo Esprit, would form the bedrock of the company's sales for the next six years, seeing it through the trauma of Chapman's death plus various changes of ownership. Continually improved, the later iterations were in a different league when it came to build quality. Yet more than a decade after going on sale, and despite performance never having been stronger, the Esprit was losing its edge. Or rather, it needed to lose them. Tastes had moved on, and its Etch A Sketch lines remained firmly rooted in a '70s miasma of medallion

**Clockwise, from above:**  
facelifted car's 'four' gives  
improved performance  
compared to S1 unit;  
angular '70s shape looks  
smaller than its sibling





men, economic strife and funky disco grooves.

"It was obvious the Esprit was looking dated, and sales were falling away," remembers the firm's then-chief designer (styling), Peter Stevens. "A new car was needed but, as ever with Lotus, there was little money so there'd be no major changes to the chassis. I thought the first show car that Giugiaro did was great. It was quite simple, with no silly adornment, but by the time it got back to Lotus it had lots of stuff on it – upturned spoilers, it was a bit fussy. With the new one, it was a chance to simplify it a bit to what was the original intention."

Codenamed X-180, it utilised a new Vacuum Assisted Resin Injection (VARI) process that was both quicker and resulted in better-quality panels. Stevens' use of epoxide structural adhesives on the overlapping joint between the upper and lower body halves also allowed him to hide "one of the things I hated about the original".

That resulting shape, with its softer profile, finally brought the model seamlessly into the 1980s: "Initially, we were very restricted in terms of what we could do with the body. It was supposed to have the same perfectly flat wind-screen but I persuaded Mike Kimberley that a little curvature would go a long way. I also took the original to a wind tunnel and found it had a Cd of 0.44. The aerodynamic drag had been decided by the marketing people, rather than engineering. My challenge was to get close to

## 'THE RESULTING SOFTER PROFILE BROUGHT THE MODEL SEAMLESSLY INTO THE NEW DECADE'

their claim; we got to 0.33, and the marketing people said: 'That doesn't sound any different'."

The only thing left to do was find out how the redesign would be received: "I was terribly aware that the original was such a spectacular thing, and there was me – a comparatively young lad. I didn't think I could do better but that I could do something different that was still recognisable as an Esprit."

The facelifted car made its debut at the 1987 London Motorfair. "I saw Giugiaro approaching the stand and I did think 'oh my goodness, here's the great man'," remembers Stevens. "But it was just magic, he put his arm round my shoulder and said: 'You've done a fantastic job with the car.'" The public thought so, too, with sales of 1058 Esprits in '88, compared to just 454 in '86.

Adrian Briscoe's normally aspirated example looks more elongated and planted than the earlier car, thanks principally to the adoption of buttresses at the rear. In reality, Stevens and his team had to ensure that every major dimension remained within a 1in growth boundary, so that impression is just a trick of the eye. The body-coloured bumpers are preferable to the earlier black items, and lend it a more cohesive feeling, with a hint of Lamborghini Diablo to the front. No doubt to Stevens' chagrin, it also sports a later SE rear spoiler. Does it convey the same sense of drama as the S1? The answer has to be no, but that's simply down to the original car's impact.

Despite no plans for a new interior, Stevens found that no one at Hethel knew how much the then-current design cost to fit. After researching

it, he found that he was able to produce a new version both faster and cheaper. There's more headroom, plus seats that have increased back-rest rake angles. The instrumentation consists of six small VDO dials but they're quite difficult to read due to their size, and decidedly more sober. Despite a slightly bigger footwell, the pedals feel closer together, and you find yourself retracting your right leg slightly to dance Nureyev-style on the throttle and brake to prevent fouling.

On the road, it's instantly familiar but comprehensively superior. While the first-generation car still has aspects that feel almost kit-car in their origins, this is a sophisticate. At speed there's none of the encroaching wind noise or resonance that blighted the S1; instead the cabin remains serene, save for the intake noise behind you. Thanks to the new Renault 25 transaxle, the gearshift is meatier, requiring a firm hand – particularly when engaging second and fifth, because the lever has a tendency to centre.

The increased torque of the 2.2-litre engine, combined with a 25% improvement in the aerodynamics, means that performance is much stronger – a full two seconds being knocked off the 0-60mph time. Yet it's the earlier suspension changes and further increase in tyre rubber that make this Lotus such a pleasure to handle; it transforms something as mundane as a roundabout into one of life's little pleasures.

The S1 is a bit undercooked, more likely to suffer mechanical histrionics and the cabin can be a bit coarse at speed, but its wild purity of line still has the capacity to shock. Objectively, though, it's the Stevens car all the way. It's superior in almost every sense, but particularly in terms of performance – the major criticism levelled at the S1. It also paved the way for an incredible further 17 years of production, including a second restyle, plus, finally, in 1996, as had been the intention at the outset, a V8.

And yet the little boy inside – and a certain Mr Bond – always wins out. Would I ever tire of seeing the S1's piercing reflection in a shop window as I darted past? I doubt it. Then there's the memory of that Corgi toy and, later, of Roger Moore gunning his white Esprit away from a helicopter, before plunging into the sea where it turns into a submarine... I take it back, I've always been a wedge man.

**Thanks to** Geoff Mitchell; Adrian Briscoe; Paul and Sam Clugston at UK Sports Cars: 01227 728190, [www.uksports cars.com](http://www.uksports cars.com); Swindon Karting Arena: 01793 814340, [www.swindonkarting.co.uk](http://www.swindonkarting.co.uk)



## The inside line

"Always look at an Esprit's interior first," says UK Sports Cars' Paul Clugston. "If it's really scruffy then walk away, because this is usually indicative of a lack of care and the way the car has been driven. Check the chassis on pre-S2.2 examples because they were non-galvanised. Look for a good service history and a cambelt replacement within the past three years or 24,000 miles. Also inspect for a cracked manifold because that is an engine-out job; you can hear the 'tick-tick' of the exhaust note if the gaskets are leaking or the manifold is damaged."

Early unrestored S1s will need constant attention and, according to Clugston, it's important to keep on top of any issues. An S2 will require slightly less maintenance, and S3s onwards – especially post-1985, when build quality improved – are less troublesome.

A good example will need about £500 per year on servicing, plus general odds and ends – most parts are available and servicing costs very reasonable. An early Stevens car – especially the rare normally aspirated version with the superb HC engine – will cost roughly the same and give many years of trouble-free performance. Turbo cars need more attention, so allow £1000. On all models, the cambelt needs replacing every three years and that's c£400, which includes the belt and tensioner.

As Clugston explains: "Originality is important, so look out for different alloys and V8 spoilers on earlier cars; S1s are highly prized, especially if they are white with the original tartan interior – you'd pay £25,000-plus for a good example. Essex Turbos are the Holy Grail of Giugiaro cars because fewer than 30 exist, but it's the Stevens models that are quite undervalued, with a really nice Turbo or N/A around the £15,000 mark."

Peter Stevens' redesign softened the original car's straight lines, while updates beneath the skin gave the car the level of go it had always needed







Clockwise: buttresses and Toyota rear lights give later Esprit a modern look that's aged well; low-slung leather interior; pretty alloys; famous names adorn the car's flanks







# GREAT BRITON

Few Bentley team cars have such a formidable pedigree as the legendary 'Old Number 3', says **James Elliott** as he gets to grips with the Speed Six 1930 Le Mans warhorse

PHOTOGRAPHY **TONY BAKER**









From main: you can only get in from the passenger side; interlopers all, bar the Bentley, which looks spot-on at Blenheim; Davis and Dunfee at La Sarthe



**I**mperious, that's the word. It is the preview day for the Salon Privé concours, which this year takes place at Blenheim Palace. A selection of cars likely to attend has been put on display in the historic venue's magnificent Great Court. This stunning group ranges from Porsche 904 to supercars with tongue-twister names, but one of them stands out above all others... literally. Tall, long and broad-shouldered, this magnificent pre-war machine dwarves the more modern fare and does so also in its demeanour. It towers over them not solely with the lofty arrogance of its physique, but with an innate sense of domineering nobility. The aristocrat Bentley just looks at home at Blenheim.

That is something Jamie Spencer-Churchill can relate to. On inspecting the cars invading his courtyard, the 12th Duke of Marlborough makes a beeline for the Bentley. Clearly an enthusiast, he knows exactly what it is and asks if he could ride in it, returning 20 minutes later, beaming.

He is right to be impressed. Bentley was already the Lord of Le Mans by the time this car was built and the run of domineering results on

the then-rough 10-mile course spoke louder than any jibes about lorries. With Duff coming fifth in the inaugural 1923 race driving a tentatively Bentley-supported 3 Litre, victories followed in 1924 (Clement and Duff, 3 Litre), 1927 (Benjafield/Davis, 3 Litre), 1928 (Barnato/Rubin, 4½) and 1929 (Barnato/Birkin, Speed Six).

But for 1930, WO wanted to ratchet it up yet another level. With the sole intention of dominating the Double Twelve at Brooklands and the 24 Hours at Le Mans, a pair of team Speed Sixes was built to join Old Number One. They had 11ft wheelbases and were fitted with four-seater (as was dictated by the French rules) Vanden Plas coachwork and readied for competition by detuning the brakes for longevity, being fettled to 200bhp and given extra shock absorbers.

Old Number 3 – GF 8511 – made its debut in the Double Twelve in May, where it came second to its sister car in the hands of SCH 'Sammy' Davis and Clive Dunfee. For Le Mans in June it was assigned to the same pairing as the Bentley team plotted furiously to overcome the threat from the supercharged Mercedes-Benz of Rudolf Caracciola and Christian Werner.





From top: Speed Six rides well on massive 6.00 x 21 Michelins; diver's helmet-style lamps on huge fuel tank; Davis battled on with splinters in his eyes after a stone smashed his goggles – note the terrible surface



As expected, Caracciola went off hard in the SS, making Davis' task of relentlessly pushing the German ace to destruction all the more difficult. Despite a stone smashing through his goggles – not only ruining visibility, but also leaving him with agonising splinters in his eyes – Davis heroically stayed out until the planned handover after 20 laps. He must have wondered why he bothered when Dunfee almost immediately planted chassis HM2869 in the Pontlieue sandbank having got it all wrong at the vicious, now long-gone, hairpin. The drivers manfully battled for hours in turn to dig out the stricken Bentley – one report describing Davis' efforts thus: 'By the light of a torch held between his teeth, the driver effectively empties the sea with a coffee spoon.' But it was all to no avail because when the car was finally exposed, the twisted front axle also became evident. Old Number 3's race was run.

It was even more of a shame because the other two team cars came in first and second, with Barnato and Kidston atop the podium, after wearing out the German challenger before mid-race. This one-two from Le Mans' smallest ever grid of just 17 cars, including entrant Hon Dorothy Paget's two non-finisher Blowers, proved to

## 'DOMINEERING RESULTS ON THE ROUGH COURSE SPOKE LOUDER THAN JIBES ABOUT LORRIES'

be Bentley's last hurrah at La Sarthe. The marque withdrew on a winning note and with more than a hint of triumphalism, not to return until the Speed Eight appeared in 2001.

That was not the end for Old Number 3, however, which, with the addition of full weather gear, was driven by Sir Henry 'Tim' Birkin in the 1931 Double Twelve, leading early, but retiring before 11 am and resulting in an engine rebuild.

After that, for a Bentley team car, GF 8511's history is remarkably straightforward. One Jack Barclay invoice even shows it being sold to HJ Thomas of the Bristol Aeroplane Co in October '32, for the princely sum of £750. Thomas modified it to resemble a road car before it was sold to Philip Crowther a year later who charmingly paid '£750... and my Monza Hispano Suiza'.

After a succession of well-documented owners, modifications and even an engine swap, in the mid-'80s Old Number 3 wound up with David Vine who reunited it with its original engine and returned it to its Le Mans guise. Vine sold HM2869 in 1995 and, in 2000, Old Number 3 was bought from Switzerland by collector Peter Neumark (with the help of Lukas Hüni) and has remained in his family ever since.

There have been a couple of changes mechanically, with Graham Moss fettling the gearbox, while the original-fit Bentley & Draper friction-disc dampers are said to transform the handling. Apart from that, it's had plenty of use. Neumark has undertaken many endurance rallies and reliability trials in Old Number 3, but one adventure in particular stands out: "The nicest thing was taking it to the United States in 2009, the Bentley year at Pebble Beach. The whole experience was phenomenal. We shipped it to Seattle and drove the 1200 miles down to California. My sister lives out there and had a problem with her



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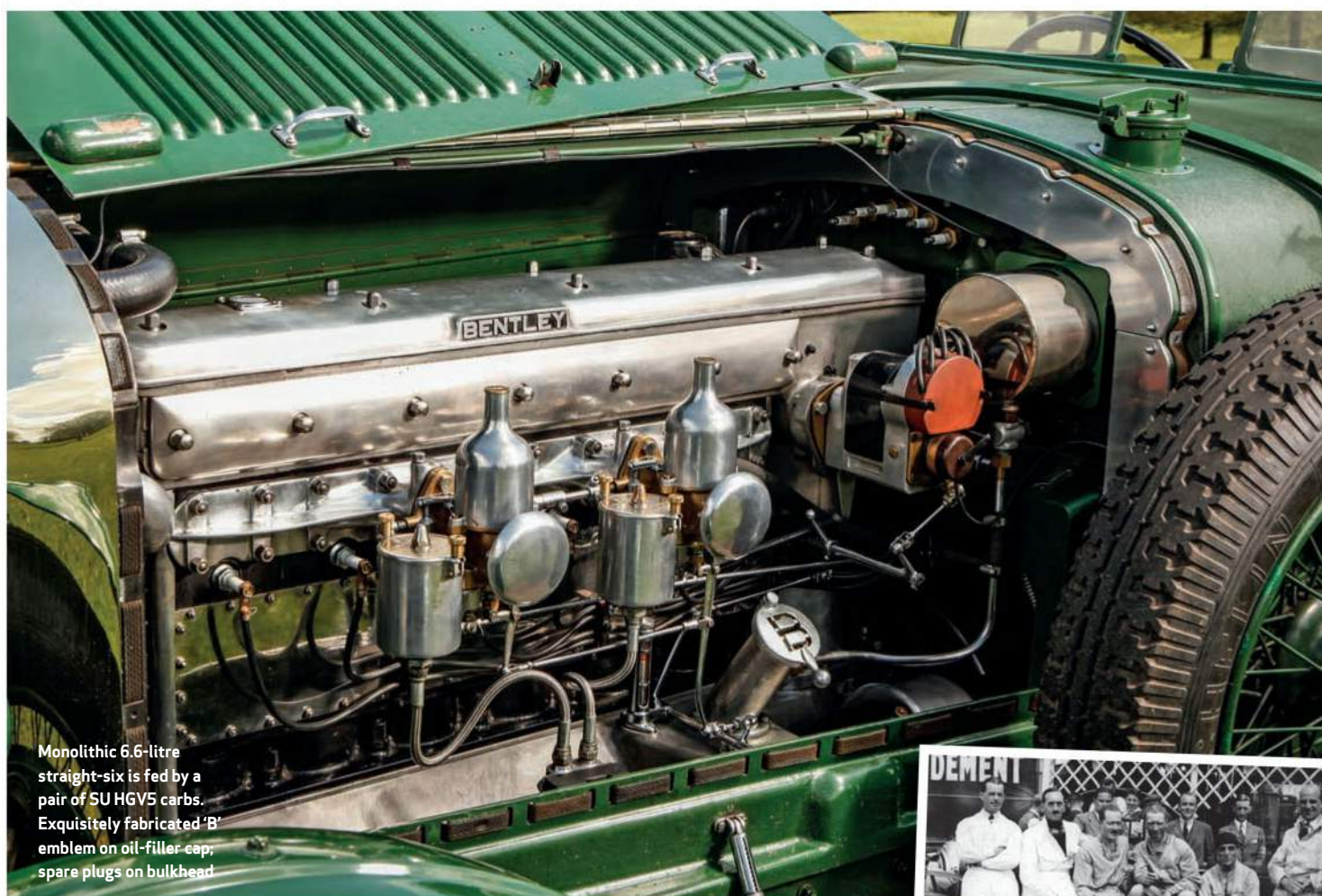
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modern, so we just used the Bentley instead. Then we took it to a local car wash, parked it on the lawn and came third in class at the concours."

The picture is emerging of something rather more usable than its reputation suggests, but that could merely be down to Neumark's familiarity with Old Number 3 after three Flying Scotsman rallies and, naturally, a trip to Le Mans.

Today, the Speed Six has a towering presence, wearing its Le Mans number with pride. Visually there is nothing whatsoever that is delicate about this car, but that is not necessarily a bad thing. It has a brutal lantern-jawed machismo that is enrapturing, a beautiful functionalism that wears WO's purpose on its sleeve. All 'wet' or exposed parts are wrapped or covered, that big fuel tank sits at a comfortable fast-filling height, everything is oversized and understressed in order to not only last 24 hours on rough French roads, but also to do so at an average of 75mph. As long as someone doesn't beach it on their first lap.

Clamber aboard via the passenger door and inside it is more of the same. Settle into the individual bucket and it is actually very comfortable. Once you are ensconced it does not feel like the big car that it appears, and everything is the same mixture of accessible and unbreakable. With a slight hint of menace. The two lamp switches, plus the coil and mag items, look to have come straight off a period living-room wall, and the dials – frisbee sized and black for the main ones – are just those you need to know the important stuff. How fast am I going, how much am I stressing the engine in the process, and is something seriously amiss with the cooling, the charging or the oil pressure? And, of course, is it time for tea?

## Davis' racing lines

*After an apprenticeship at Daimler, Londoner SCH 'Sammy' Davis (second from right) became a motoring journalist, primarily for The Autocar, and later began a prolific racing career including many Brooklands victories and a win at Le Mans in 1927 with Dr Benjafield in a Bentley 3 Litre.*

*This is his personal account of driving Old Number 3 at Le Mans in 1930: 'Of all the twenty-four hour races at Le Mans which the Bentley Works team took part that of 1930 entailed the solution of the most difficult strategic problems.*

*'For one thing, the entry was smaller than before. Which made the "world of racing" consider the team ought to win, always awkward to face. Secondly, there were two Bentley teams, the Works cars being supplemented by three supercharged machines as a semi-private entry. But they were a new type not fully under works control, not sufficiently tested and hampered by a lack of money for the preparation work.*

*'Obviously the works strategy was to tackle the Mercedes driven by Caracciola and Werner and to hope that the supercharged machines would finish since their real entrant would not want them to be used solely to destroy rivals to the main team. And this was no light task.*

*'Why Mercedes had entered a single car instead of a team no-one could understand.*

*'So number 3 was given the task of making the German control think our cars were faster than theirs. It helped, too, that a French friend, acting as "intelligence", had learnt that the Germans did not want their car's supercharger used more than was essential. Well the result was magnificent.*



Number 3 was kept right on the Mercedes by using maximum revs down the straight and taking important corners fast so as to seem capable of overtaking the German car whenever necessary.

'We even acted a little, drumming carelessly with the fingers of one hand on the side of the car when Caracciola was seen to be using his mirror. Number 3 seemed to enter into the spirit of the game, handled beautifully, and appeared to have that extra speed. It was racing at its best. When the drivers changed, the situation was fine for us.

'But poor Dunfee went into a big sandbank and number 3 could not be dug out single handed as the rules ordered. Clement promptly brought 4 onto the Mercedes' tail and the battle continued. You could hear its supercharger being used more and more. And on the 83rd lap... there was the white car at the side of the road, its bonnet up, leaving number 4 to win with number 2 second. All this may seem to disregard the subsequent battle with the other rivals, the big, fast Stutzes, the 3-litre Talbots and the rest. But this is the story of one great fight not of the great race.

'Note that our strategy was sound even if the opposition had been underestimated and the team's task was harder than we had thought.

'None of the supercharged Bentleys finished, one dropping out on its first lap in fact.

'That is how things go in racing so that in the end it is tactics which make strategy successful.'



The handbrake sprouts outside the car, the gear-lever comes through the floor to the driver's right, while a block of roughly hewn wood extends from the clutch pedal and the brake pedal is bent crudely around the steering column. It all sounds quite agricultural when put like that, but equally there is a kind of magnificence about it, a portrait of purpose-driven engineering mixed with this car's delectable patina. While we all applaud the ambition and gusto of other manufacturers, trying to make brilliant and complex engineering last 24 hours, almost always in vain, isn't it so much easier and equally admirable to just build the car to get the job done?

And this is it. Pump the fuel, flick the switches, mix the potion on the steering wheel-mounted levers. Push the button, listen to a brief moment of churn, then the twin SUs do their work and the imposing 'six' bursts into life. With its single-overhead cam driven from the crank by rods and eccentric gears, the guttural exhaust note of the 6597cc unit soon smooths, but without ever losing its volume. Slip the Bentley, surprisingly easily, into first and you are propelled forward on an avalanche of torque. That well of power



From top: Davis heroically completed 22 laps, only for Dunfee to bury the car in the sand at the tricky Pontlieue Hairpin; Bentley wears its famous number 3 with pride and feels in its element at Blenheim





From top: the steering is surprisingly light, but it's hard work in tight corners; starting mixture, throttle and ignition timing on hub; handling transformed by remanufactured Bentley & Draper friction dampers



seems to peak as low as 3500rpm, but its enormous tractability will allow you to take it from walking pace to Le Mans speed in top.

It needs some adjustment to take grasp of the Speed Six because, despite the all-action view down the purposeful bonnet and the way that it seems to shrink, you are still sitting a long way off the ground. The empty roads of the estate are perfect for the Bentley – perhaps a little narrow – but otherwise like stepping back in time and ideal for demonstrating the Speed Six's imperviousness to road conditions, the car simply crushing all imperfections and riding high above any obstacles. Aim it down a long, arrow-straight track and gun it, work your way up the 'box and such is the shape of the car and the high driving position that you feel as if you are on a runway executing take-off in a Bristol Bulldog.

So detached is the driver from the road, in fact, that, even with the tops of those tall Michelin 6.00 x 21 tyres reaching way above the Plimsoll line, no feeling can bridge the gap between road and rider, especially with the seat absorbing most of the sensations that do get through.

At the end of the straight you discover first that those huge finned drums need big inputs even with Dewandre assistance, and that while the steering is surprisingly light, direct and easy at pace, given a tight corner, when it loads up, it takes all your reserves of heft to bully it round.

All the stats – semi-elliptic springs all round, apparent mismatch of track and wheelbase (56in vs 140in) and a high centre of gravity – suggest that its handling will be challenging, but Old

## 'YOU CHANGE DOWN WITH PATIENCE, AND BY ACCEPTING THAT IT'S ON THE CAR'S TERMS'

Number 3 is benign up to surprisingly high speeds. Even then, nothing so dramatic happens that can't be overcome with hard work and faith.

Then there's the notorious gearchange. Actually, it slices up the D-type 'box easily, though it prefers slower more deliberate actions, but just when you start to wonder where it got its reputation, you try to go back down. Several times I had to stop completely and start again from first before I was happy to downshift in public without the embarrassment of bird-scarer-volume crunching. With patience, and the acceptance that you change down on the car's terms rather than your own, it does come, but it isn't easy.

As for speed, of course it is rapid, gathering pace with a relentless, unquenchable thirst until you chicken out. Treat it brutally and it even feels quick off the line, but that must be deceptive. Weighing in at two tons, even with an increased compression ratio of 6.1:1 and being gunned by the Bentley Boys, the more sprightly racers left it at the start at Le Mans. But then, such a race is all about 24 hours, not the first lap, and the purpose-built Speed Six can maintain such extraordinary, flowing momentum that you can picture it shooting past everything else looking as if it was written in italics. Imperiously, even.

Thanks to Rebecca Prytherch, CMC: [www.classic-motor-cars.co.uk](http://www.classic-motor-cars.co.uk); Clare Hay; Blenheim Palace; Salon Privé: [www.salonpriveconcours.com](http://www.salonpriveconcours.com)



# “It’s a blessing and a curse”

So says Tim Harvey of the unforgettable circumstances surrounding his 1992 BTCC win.

**James Page** sits down with the likeable British racer to talk about his varied career

PHOTOGRAPHY **JAMES MANN/LAT**



Clockwise, from main: Harvey today – an entertaining and engaging character; aboard the Istel Group A Rover in 1987; celebrating his '92 BTCC title success at Silverstone with race winner Andy Rouse; beating BMW teammate Steve Soper at Pembrey was a highlight of his championship year

**W**hen Touring Car ace Paul Radisich wrote his autobiography, he referred to his former rival Tim Harvey as ‘the smiling assassin’. “My wife thought it was very unfair,” remembers Harvey now, “but I said it was probably true – there’s an element of selfishness in any driver.”

The smiling part is certainly true. The familiar grin is never far from Harvey’s face, but his achievements reflect a keen competitive streak and fierce determination. Having started out in karts and shown promise in Formula Ford, Harvey raced in sports-prototypes – including four appearances at Le Mans – before becoming a household name thanks to being crowned 1992 British Touring Car Champion.

Harvey’s parents entered sprints and hill-climbs, and his own competition outings began

with trials riding and motocross before moving into karts. Initially working in the family estate agency to help pay for his racing, Harvey approached Ian Blackman of Auriga Racing Services in mid-1983 and said that he had £2000 to enter Formula Ford. The meagre amount was enough to secure a two-year-old Van Diemen and a supply of cast-off tyres. At that year’s Formula Ford Festival, Harvey was the only Auriga driver to reach the final. Suddenly offered new tyres, he finished seventh.

“That got me nominated for the Daily Express Metro Challenge scholarship drive, which I won,” he says. “I went Metro Challenge racing with Austin Rover, but my heart was still in single-seaters. I got a sponsor, Istel, and convinced them to back me in a works Quest in the 1986 FF championship.

“In the first meeting of the year at Silverstone, I had a massive accident and smashed both

ankles. I was out of the car for seven months and had very little movement in my feet. We were running a production saloon programme with Rover Vitesse at the same time, so I started driving those because it was easier; you use your legs rather than your ankles!”

His switch to tintops may have been down to what he describes as “unfortunate circumstances”, but he made the most of it. For 1987, Istel moved up to Group A with an ex-Andy Rouse Vitesse: “I won the class, had a few wins, and it sparked my enthusiasm for saloon cars.”

Harvey also branched out into Group C, spending two years in the British C2 series – 1988 and ’89 – and winning it both times. His success led to outings in the World Sportscar Championship and, of course, at Le Mans.

“I put the deal together with John Sheldon and Charles Ivey to drive the Tiga-Porsche,” he says. “I qualified it, started, did a session into the





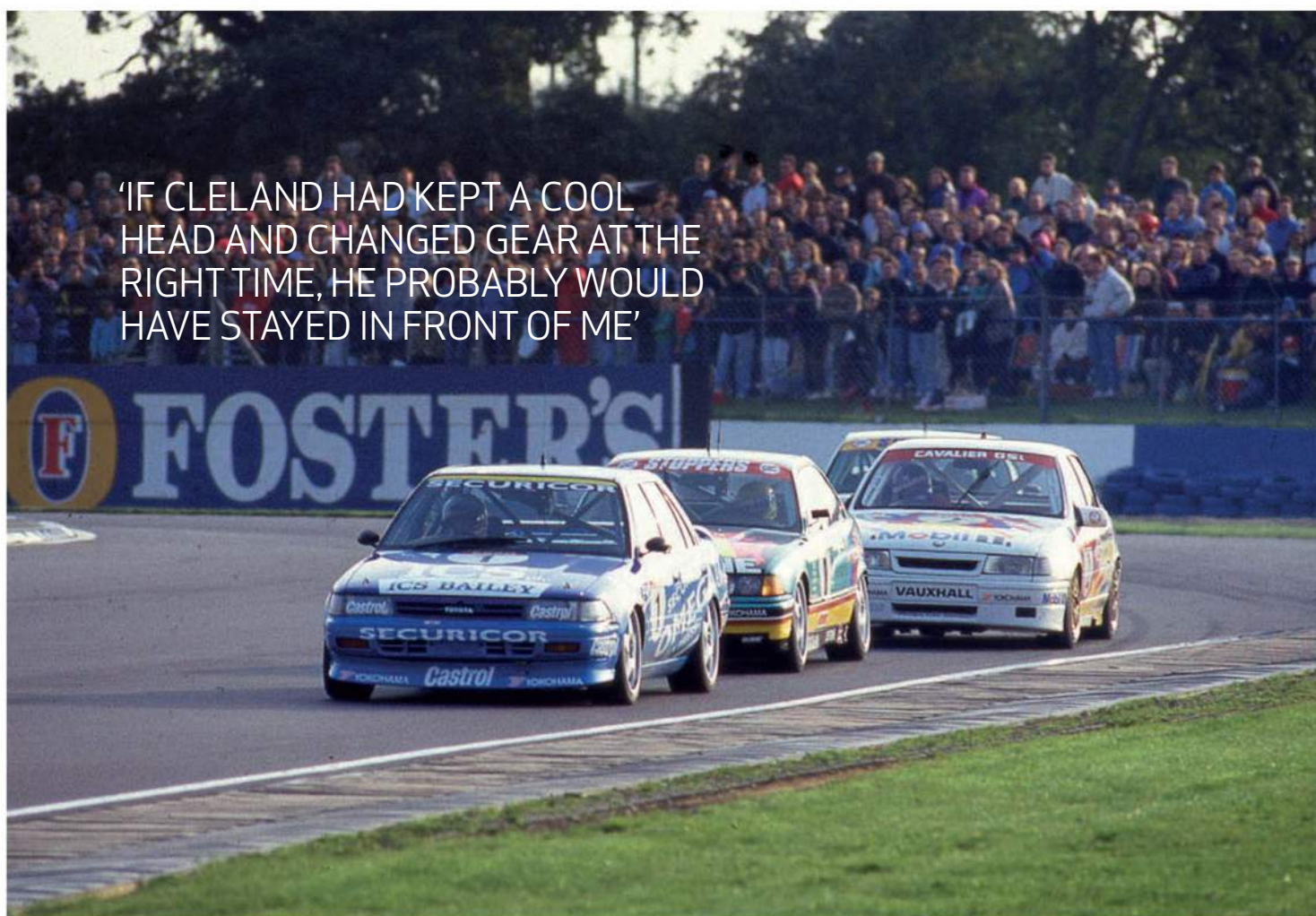
night – I loved it. We still had the full Mulsanne Straight and the old pits, so it was a bit special. I drove with Chris Hodgetts and during practice he made the mistake of going halfway down the Mulsanne to watch. He came back as white as a sheet and honestly wasn't sure if he wanted to drive or not. Once he got in, he was fine.

"Because the straight is slightly uphill, the reality is that your eyeline is on the horizon, so you don't notice the speed unless you look sideways or something happens up ahead, such as a car stopping and, bang! You're past it – instantly."

In the meantime, Harvey's BTCC profile was on the rise thanks to his impressive performances in the Labbatt's Ford Sierra Cosworth RS500. In 1989, he won twice among a string of podium finishes, and there was another pair of victories the following year.

"I was used to power because of Group C," he explains, "but obviously the Group A cars had no





Clockwise, from above: trouble brewing – Harvey stalks Hoy in the infamous 1992 series finale, with Cleland and Soper in close attendance; the fearsome Sierra Cosworth was one of Harvey's favourites; the Silverstone Formula Ford crash that ended his single-seater hopes



grip or downforce! They were, and still are, iconic. A genuine 560bhp in sprint form, and they would do 175mph at quite a lot of places. At Silverstone, I can remember overtaking a Formula 3000 car on acceleration out of Becketts and Chapel down the Hangar Straight – they were that quick. Great cars to drive.”

When Group A was replaced by Super Touring, Harvey was initially unimpressed with the “gutless” cars, but he soon adapted. After winning the final round of the 1991 series, he was full of optimism as he headed to Vic Lee Motorsport in '92 to join Steve Soper in the new BMW 318is: “We had to develop the car and they've all got their weak points. In this case, it had a flexing rear suspension arm. We sorted it halfway through the year, and then got on a roll.”

Not even Vic Lee's arrest for drug trafficking could stop Harvey dominating the second half of the season. Heading into the final round at

Silverstone, he'd won five out of the previous six races, including a standout result at Pembrey when he took pole and beat Soper in a straight fight. The Silverstone finale, with Harvey, John Cleland and Will Hoy all in contention, has gone down in Touring Car history.

“I always maintain that, going into that meeting, I was the most determined,” remembers Harvey. “John was in fear of losing it. I don't think Will thought he had the equipment to beat the two of us. I think I was best prepared.”

A rain-hit practice session put the contenders in the middle of the pack. Of the three, Hoy was initially leading, but with two laps to go Harvey overtook him at Copse with “a fairly aggressive manoeuvre” that enabled Cleland and Soper to go through. Half a lap later, Soper lunged inside the Scotsman. The BBC footage switched to the Vauxhall's onboard camera just as Cleland raised his middle finger at the BMW, which led to one

of Murray Walker's most inspired lines: “I'm going for first', says John Cleland!”

“John had lost it,” says Harvey with a grin. “He's shouting and screaming and the car's on the rev limiter when he should have been changing gear, which gave me a run on him. If he'd kept a cool head and changed gear at the right time, he probably would have stayed in front.

“I got past him, then Steve opened the door for me and at that point I'm winning the championship. It's game over for John. I'm pretty sure that I would have stayed there, but then the incident took place between them...”

At the complex near the end of the lap, Cleland barged past Soper on two wheels at Brooklands. Soper returned the compliment at Luffield, and the two spun off. An abnormally brave TV reporter approached the seething Cleland, who gave a brief appraisal of Soper that ended thus: “The man's an animal.”



"If that situation had never happened," says Harvey now, "I'm sure I would have won the championship, but it would have been forgotten about! It's a blessing and a curse. Everyone talks about it being a defining moment, but also that 'Tim only won it because of that'. Any publicity is good publicity, though."

It certainly did nothing to quell the growing interest in the BTCC, which was about to embark on a fascinating era of excess. Initially, however, Harvey took a step backwards: "BMW pulled out in my moment of glory, so I took up an offer from Renault for two years. Then BMW came back and won it in 1993 while I was driving the Renault 19, which was just about the worst Touring Car ever built, so that was gutting."

There was a win at a wet Donington Park, before Renault returned in '94 with the Laguna, which was "a revelation".

"By that point," says Harvey, "it had taken off from a budget point of view and a technology point of view. There were nine manufacturers, all promoting the BTCC, with cars recognisable to the public, international drivers and fantastic racing. It had the whole package."

The series went from strength to strength over the next few seasons, while Harvey moved from Renault to Volvo for 1995, then on to Peugeot: "Every team had its own atmosphere. When I drove for BMW, I went to Munich for the end-of-season party and everyone was in suits. I flew from there to RenaultSport to have a meeting about the following year and the chief designer had a Hawaiian shirt and dreadlocks. When we went testing in the early days, we'd stop for three hours to have lunch. It was a completely different culture – I'm not saying one is right or wrong. They just do it differently."

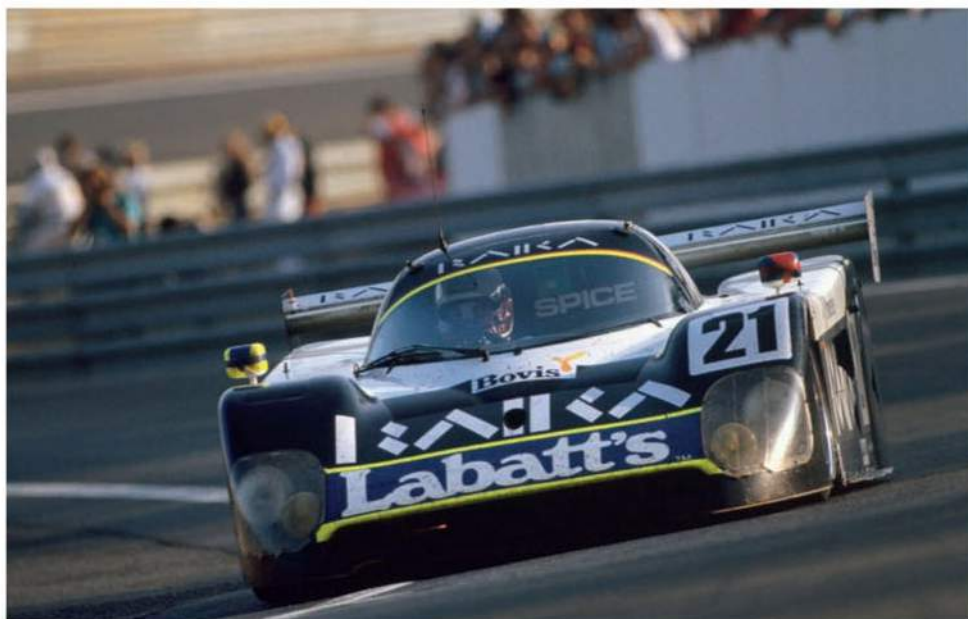
His time at Volvo meant working with Tom Walkinshaw: "Tom was very charismatic, but I had a strange relationship with him, which I found out wasn't uncommon. Before I drove for him, he was always very jovial and chatty, but the moment he employed me, that changed."

"I remember being at Brands Hatch, and I won the first race in the wet. Afterwards, Tom said: 'That was acceptable.' There was no great joy – it was merely what he expected. There was 10 minutes between races and the starter motor failed, so I had to start from the pitlane. He wandered down and said: 'Good luck.' I said: 'Well Tom, that's less than acceptable...'

"The race started but was red-flagged. I got to restart from my original grid position and won again. I wondered what Tom's reaction would be, but I got back to the pits only to find that he'd already buggered off in his helicopter."

Having won with the SD1 and Sierra, then BMW, Renault and Volvo, the three years with Peugeot proved problematic: "It was run from the factory in Coventry. We didn't get any help from the French, even though Peugeot Sport France had developed a car with which Laurent Aiello was winning the German Touring Car Championship. They didn't share any technical crossover with us at all – nothing. We were running the same car, but as totally different teams. It was a triumph of mismanagement."

By the end of '98, his motivation for the BTCC was on the wane: "The equipment totally determined the result, and I'd become a bit frustrated. I'd never considered myself a front-wheel-drive racer. I'd never have admitted it through the years because it would have been professional



**Clockwise, from below:**  
Harvey started at Le Mans on four occasions – this is 1990, when he shared a Spice with Chris Hodgetts and Fermín Véllez; with Alain Menu and the new Renault Laguna, 1994; leading the pack at Brands Hatch in '95; three years with Peugeot provided little but frustration

suicide, although I was always better with rear-wheel drive – I'd grown up with Mk1 RS2000s and done Formula Ford. I wouldn't say that I was at a disadvantage, I just didn't like it."

The lure of GT racing proved too much and, as well as competing in the British series, he became a mainstay of the Porsche Carrera Cup, winning the UK championship in 2008 and 2010. And yet his name will for ever be most closely associated with the British Touring Car Championship and the Super Touring boom that, ultimately, couldn't last.

"The problem was, the budgets were so vast that the only way the manufacturers could justify it was if they won," he says. "They don't want to skimp, so if the team says you have to spend this much to win, they say okay – but now you have to win. Only one can do that, of course, so the others start to drop out. If they'd set their budgets at such a level that the marketing justified it,

and winning was a bonus, they'd have stayed in. They could have run on half the money – there's only so many cooks and trucks and palm trees that you need in the paddock."

Those budgets did, however, attract the best drivers, with the likes of Harvey, Soper and Cleland going up against Tarquini, Jo Winkelhock, Alain Menu, Rickard Rydell, Frank Biela and even, on occasion, Nigel Mansell.

"I learnt the most from Steve about how to go racing professionally," he recalls, "but Rickard was by far and away the most genuine teammate in the sense that we were good friends and shared everything. He didn't have any animosity towards me if I did well. He was a fantastic driver. I feel privileged to have had great teammates. I can look back and say that I was among the best, and that's a nice feeling."

**Thanks to Jonathan Gill at Silverstone Classic**







# IMPROVING THE BREED

Enthusiasts have been finding ways to uprate the MGC ever since its underwhelming launch, says **Martin Buckley** as he compares an original to the latest Sebring replica

PHOTOGRAPHY **TONY BAKER**







**F**or more than 40 years the MGC has been company's most infamous failure. When it was launched in 1967 everyone was queuing up to slate it for its mediocre handling and the ponderous power delivery from what should have been a potent 3-litre straight-six. Even driving one today, you can still see how the MGC in its original form was a model that pleased neither the Big Healey crowd nor the man who wanted to trade up from an MGB. In fact, maybe that was the C's biggest problem in its contemporary market place – it didn't look different enough from the B, a pretty car but not one that ever exuded testosterone. The standard British Racing Green C roadster here looks as if it's about to tootle down the pub for half a shandy.

No surprise then that, after two years and 9000 units sold, MG's 'six' was gone, consigned to history and never to be spoken of again. Except that not everyone was so blind to the C's potential, nor prepared to give up on it so easily.

As a young man, Doug Smith bought his first MGC roadster in 1971 from his friend and racer Gerry Marshall, who was then the manager at the Barnet Motor Company. "I loved the car," says the former civil engineer, who set up MG Motorsport in 1990. "In fact, I sold it only because I was going to sail around the world with a friend and we needed all the money that we could lay our hands on."

In the end, they travelled no further than Sicily, and Smith still hadn't got the C out of his system: "In 1976, I bought a C GT for my wife; John Chatham turned it into a Sebring for me. I developed that into a racer in '84 and competed with it until '96, when I sold it."

Smith made two Sebring replicas in the 1980s, and only then did he realise that the GT he'd bought in 1976 had been built by the BMC competition department for John Sprinzel to do an international rally. "I don't think that it ever did the event," he recalls, "but it still had the big Sebring tank and filler cap, slightly flared arches, Minilites and a works wiring loom and camshaft. At the time, I hadn't realised what they were..."

Twenty-five years (and 40 MGC restorations) down the road, what Smith doesn't know about the C isn't worth knowing. He is better placed than anyone to say what went wrong... and what can be done about it. And he certainly isn't blind

## 'THE ROADSTER LOOKS AS IF IT'S ABOUT TO POOTLE DOWN THE PUB FOR HALF A SHANDY'

to the MGC's faults in standard form.

"BMC wasn't allowed to develop it," he says, warming to an old theme. "The front suspension was too soft and the steering was too low geared, with a large turning circle. Also, the engine was quite heavy and far forward so it got panned in the press for its understeer, which was a bit unfair because the real cause was simply that the tyres were not pumped up hard enough."

A typical BMC cock-up, then? "Yes. They figured that they couldn't market a car with 32psi at the front and 26 at the back, so they sent them out at 26psi all round. And, because of the low-geared steering, when you went into a corner it felt like understeer when really it wasn't. If you

put a high-ratio steering rack on a C, it hardly understeers any more than an MGB.

"A lot of MGCs now have the uprated torsion bars... thing is, if the car really did understeer that badly then putting on the stiffer torsion bars should make it worse, but it doesn't! Pump the front tyres up to 32psi and it kills all that."

Using four decades of accumulated nous, Smith has created a follow-up car to his first Sebring rep. It's not just a trip down memory lane, but is a showcase for what is now possible in terms of ironing out the C's wrinkles and making it into the car that it could have been in 1967.

Unlike the original C, his Sebring homage – or shall we just call it GTS for clarity? – positively ripples with muscles and attitude. As on the two original works Sebring Cs – for which you would have to stump up a fortune today – there are Perspex headlamp covers, a wire-mesh grille and a huge quick-release filler cap for the equally enormous 24-gallon petrol tank. There are no bumpers, naturally, leaving plenty of space for the brake and oil-cooler vents that have been let into the front valance.

And where the standard C looks tall and spindly, the GTS sits squat on 15x7in wires that were specially made for the car by Motor Wheel Services to give more offset. To accommodate the fatter rubber, all four arches have expanded in trademark Sebring style.

With its familiar bulge, the bonnet is one of the few exterior recognition points from the C. As with many of the parts unique to the 3-litre car, it is expensive to buy now – Smith reports that good ones are commanding £2000.

The standard car's engine bay presents neatly if unspectacularly, with its restrictive and uninspiring exhaust manifold and twin SU HS6





Clockwise: pumped-up arches of GTS replica were inspired by Sebring racers; wider wire wheels were specifically developed by MWS to increase offset; slats on standard grille, lightweight mesh on GTS; balanced 3-litre 'six' runs triple Webers vs twin SUs for 205bhp against 145; aftermarket Moto-Litas in both – chunky sports type in GTS, while stock C has a trad-style wood-rim wheel







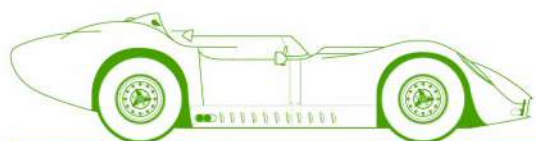
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**Standard MGC is basically similar to a B, only the big bonnet bulge to clear the straight-six and 15in rims give it away; understeer is dialled out by inflating the front tyres to 32psi**

carburettors. It looks like the weighty, all-iron lump it is. What a pity BMC didn't grasp the opportunity to build a modern over-square 3-litre that would spin willingly rather than retaining the lumbering bore-to-stroke ratio of the C series to save money.

"The engine didn't want to rev," says Smith, "and if you've ever tried to lift a flywheel from an MGC, then you can see why – we halve the weight of them now. But basically it's a rugged engine, you won't break it."

In contrast, the GTS motor makes the very best out of what it was given. Dominated by a trio of Webers and a six-branch exhaust manifold, it was built as a 205bhp 'fast road' engine rather than an all-out hot-rod unit. Smith says that you can get more power from the straight-six, but you lose drivability and endurance.

It's gas-flowed and balanced, of course, with

stiffer valve springs and bronze guides. The irritatingly noisy original fan set-up has been ditched in favour of an uprated radiator with twin fan kit, and there's an oil catch tank on the bulkhead where the heater used to be.

The polished underside of the GTS is bereft of sealant and gleams as brightly as its outer panels. Less evident are the balljoint front suspension (replacing the original kingpins) and the high-ratio rack-and-pinion steering that most Cs have these days as a minimum. There are adjustable Spax dampers on the front with uprated torsion bars and adjustable gas units on the back plus a Panhard rod kit. In effect, the car is all new and, if you persuaded Smith to sell it, you would have to part with 60 grand.

Climb inside the GTS and you notice the full-sized 7in spare under leather straps (there's also a get-you-home wire beneath the load area

floor), as well as the Sebring-style dash with neither heater nor glovebox. For road use, it's on inertia-reel belts and it will gain a rear rollcage.

To start it, you turn the key, press a button to engage the starter and, with a tickle of throttle, you're in business – the cockpit instantly fills with unrestrained straight-six throatiness.

Apart from a full set of carpets – and functional rubber footwell mats – there are no pretensions of sound deadening in here. It's also hard to imagine the need for a heater, such is the phenomenal soak from the engine and exhausts, which exit conventionally at the back rather than at the side as on the works cars.

The themes of noise and heat continue throughout, but the GTS is a thrilling companion – two parts hooligan to one part gentleman. At low speed, the clutch and steering are light, there is loads of torque from 1000rpm and you can pootle along in traffic with the twin fans controlling things nicely. A longish bottom gear in the Ford 'Type 9' box tends to accentuate the slight initial flat-spot, although you don't look back once it's pulling cleanly. The revs go orange at 5000 on the still-standard dial, but 6000rpm flashes up rapidly in all the gears, which means well over 100mph before you're even in fourth.



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**Clockwise, from left: GTS is a revelation after the standard car, with sharp turn-in and limited roll but a relatively supple ride; load bay is dominated by spare; race-style filler cap**

This thoroughly civilised 'box, controlled by a standard-looking lever, is out of a late-'80s Sierra. It has a precise, meaty and mechanical action that responds well to ostentatious blipping coming down the gears. Smith says it's the only suitable five-speed that will fit without cutting the tunnel. Top gives long, loping over-driven legs, while fourth is direct and will wind out to top speed, somewhere around 150mph.

The GTS is massively stable in a straight line yet turns in effortlessly, responding faithfully to your wishes through steering that communicates but, thanks to those balljoints having usurped the kingpins, doesn't load up like the original.

The bucket seats are modern Ridgard jobs that hold you in all the right places. Combined with the lack of body roll and the surprisingly civilised ride, they make you want to explore the GTS' handling a little deeper. I would have but

for the owner's overwhelming desire to throw himself into the footwell whenever the throttle was levelled. It's no surprise, then, that Smith sends me out with his son Tom – a successful historic racer – in the standard MGC, which is owned by a local customer. Tom is a much better passenger than his dad, but then the car is a lot slower, barely recognisable as the same species.

The C roadster is smooth and suave, with a silky motor that sounds as if it is trying to plough through treacle. It is not interested in either revving high or really slogging at low speeds, although I wouldn't describe the low-down torque as poor exactly. And if it doesn't have the instincts of a sports car engine, then it gets the C along unobtrusively well. Before you know it, you are bowling through corners and eating up straights, apportioning power smoothly between six ratios, with overdrive on third and top.

MG dropped the steering ratio to lighten it (to allow for the much heavier engine), but the compromise is unsuccessful and produces a sports car with a helm that is both heavy and low-geared. It is stable and safe to corner fast, but it's just not quick-witted. There's also an underlying issue with chairs that don't support your thighs very well. You feel as if there's not much to brace yourself against while you are prodding the pedals and working the steering. Even better seats would have much improved the C.

The beauty of the C today is that 45 years of development have produced a range of inexpensive modifications that cure it of its deepest flaws. Then you have a fast, rare and sorted six-cylinder MG, hence the strengthening values.

Had BMC sanctioned a C GT with even half the appeal of Smith's GTS, then surely the judgement of history would have been kinder upon it. As the last works entries in international competition, the Sebring Cs are now perhaps the most desirable post-war MGs of all, which is ironic when you consider how derided (rightly or wrongly) was the short-lived production car on which they were based.

**Thanks to** MG Motorsport: 01442 832019



# SECOND THOUGHTS

Many designs had eleventh-hour tweaks, says **Jon Pressnell** recounting the best known

PHOTOGRAPHY TONY BAKER/FORD/BRITISH MOTOR INDUSTRY HERITAGE TRUST/GILES CHAPMAN/LAT

**F**or most of the history of the motor car, there have been examples of last-minute changes to improve a product before it reaches the public – often when tooling is well down the line. Perhaps the most obvious is the decision by Alec Issigonis to widen the Morris Minor by 4in, at that very stage, resulting in a flat raised section in the bonnet of exactly that width... plus bumpers cut in two and extended with a crude bolted-in fillet. Austin nearly went down the same route: the two-door Dorset was going to have a body 4in narrower than that of the four-door Devon.

These are the sort of things that make production engineers – and cost-accountants – tear their hair out. Of course, if you're making cars by hand, in penny-packet numbers, such rethinks, perhaps after just one prototype, may well be less traumatic. The AC Greyhound was launched at the '59 Motor Show with a sharply sloping fast-back rear and side windows similar to those of the Aceca. It went into production during 1960 with a more elegant notchback tail, different glazing and a restyled front, which probably wasn't a big deal for such a small manufacturer.

In contrast, when the wedge-shaped rear side window approved for the Ford Capri was altered to become that emblematic horseshoe shape – after much of the tooling had been finalised – the Dagenham bean-counters must have been crying into their light and bitter.

The point, though, is that in all – or almost all – of the instances quoted here, the result has been a better car. In most cases, indeed, the company concerned has pulled itself back from the brink of likely disaster. First thoughts aren't always best.



## 1 RENAULT 8

When the production-ready R8 was shown to the sales department in September 1960, the gawky prototype was given a unanimous thumbs-down. With the rival Simca 1000 on the horizon, and a mid-'62 start-up planned, a panic-stricken Renault called in independent designer Philippe Charbonneaux to do a drastic restyle, keeping all of the existing hard points. In just three weeks, Charbonneaux rejigged what he described as "a complete hash-up", working day and night with a

team of fabricators. "Not a single measurement was made," he recalled in a 1996 interview. "I had a big blackboard and explained with chalk lines how to change things, and all the new panels were formed by hand. When it was finished, the sales department accepted it unanimously."

**Anorak fact** Charbonneaux was a prolific industrial designer, creating everything from toothbrushes and fountain pens to television sets. One of his most famous creations, still in production, is the Nénette car-polishing brush

## 2 MORRIS SIX

After an attempted six-cylinder version of the Bullnose had proved a catastrophe, Morris tried again in 1927, with a six-pot Flatnose called the Light Six. It had a new overhead-cam engine, but the rest was cobbled together from existing componentry. The chassis was the basic Oxford ladder frame, its wheelbase stretched but with the track unchanged. At 4ft front and rear, it was a narrow-gutted car that wouldn't hold the road. After its unveiling at the Motor Show, the Light Six was rapidly tweaked, being given a new lower-slung chassis with tracks a full 8in wider. Relaunched in March '28 as the Morris Six, the car had a mixed reception from the press, the brakes and steering in particular being criticised. Just 3470 were made, over two model years, before the Six gave way to the Isis in mid 1929.

**Anorak fact** The narrow-chassis Light Six formed the basis of the MG 18/80, but with a new and suitably rigid frame







### 3 CITROËN TRACTION AVANT

André Citroën knew he had to launch the Traction Avant before his money ran out. He also knew that he had to invest heavily in new plant, and that the car had to be so technically advanced that it would not need replacing for many years. Part of the spec was to be a fully automatic single-speed transmission devised by Dmitri Sensaud de Lavaud, Citroën springing this decision on his engineers in autumn 1933. But the 'turbine' didn't work: the prototypes couldn't climb hills without substantial performance loss and massive overheating of the transmission oil. In March 1934, just one month ahead of the Traction's announcement, the 'turbine' was abandoned in favour of an orthodox three-speeder. Hurriedly designed using parts from the rear-drive Citroëns, and crammed into the housing intended for the automatic gearbox, it was to constitute one of the car's enduring weaknesses.

**Anorak fact** Sensaud de Lavaud was an inveterate inventor, whose patents spanned a rotary engine to a way of moulding handbags



### 5 FORD CORTINA Mk1

Part of the Cortina's success – against porky competitors such as the Minx and Cambridge – was down to strong styling. A key component was the round tail-lights, with their three-part 'Ban the Bomb' design echoing the emblem of the Campaign for Nuclear Disarmament. The car nearly went into production with a more anodyne rear treatment, however. The Cortina's lines had been signed off in November 1960, but in January '61 a Ford high-up decreed that the slanting lights of the accepted cluster be replaced by round units – in tune with those on US Fords of the time. Tooling for the rear panel was already under way, so the dihedral shape of the rear wing and bootlid was not changed. Despite this, Charles Thompson's new round lamps looked as if they had been there from the start.

**Anorak fact** Mock-ups before the dihedral lamps featured slanting vertical units along the lines of those on the big MkIII Fords



### 4 GOGGOMOBIL T600/700

Re-engineering a car from front- to rear-drive at the last stroke of the clock is pretty radical. But that's what Goggomobil maker Glas did. At the Frankfurt show in '57, the prototype T600 – there was then no T700 – had front-wheel drive and independent rear suspension. Yet the lightly restyled model that was put on sale nine months later had drive to the rear wheels and a leaf-sprung live back axle. Front-wheel drive had been abandoned supposedly because of nose-heavy handling – but rear drive would also have lowered production costs. It made the Goggo the only German small car with this configuration: a marketing advantage, it was felt, because it aligned the T600 with bigger and more prestigious cars.

**Anorak fact** The T600/700's flat-twin was the work of former BMW engineer Leonhard Ischinger, responsible for the all-alloy V8 engine fitted to the 501/502 'Baroque Angel'



### 6 KAISER AND FRAZER SALOONS

When construction and shipbuilding magnate Henry Kaiser and motor-industry dynamo Joe Frazer got together, the idea was that there would be two contrasting cars using the same body pressings. The monocoque Kaiser would have front-wheel drive and all-round torsion-bar suspension, while the rear-drive Frazer would sit on a separate chassis with a coil-sprung front and a leaf-sprung rear. Prototypes were shown in January 1946, but the Kaiser suffered from transmission problems and dramatically heavy steering. Nor did it make sense to offer two models with totally different engineering. Notwithstanding K-F having over 250,000 orders for FWD Kaisers in its corporate top pocket, front drive was abandoned – at a stage when the body dies had arrived. When the cars reached production, the Kaiser was merely a lower-cost Frazer.

**Anorak fact** It seems the decision to drop FWD was taken only in May 1946, yet manufacture of rear-drive cars began the following month



### 7 MINI METRO

By summer 1977, the long-awaited replacement for the Mini was in effect signed off. Fully engineered prototypes were being built, on temporary tooling. Then came three styling clinics in Europe – British Leyland being latecomers to this way of validating or otherwise the acceptability of a car's styling. At each one of these clinics, ADO 88 bombed. With a planned autumn '79 launch, key tooling had already been commissioned. Yet BL could not afford to have its life-saving new model anything but as right as possible. So a crash redesign took place over three months, under the direction of ex-Rover man David Bache. The car was made more stylish and more upmarket by modifying every skin panel, while keeping the maximum unchanged underneath. As a consequence, the launch of what was by then coded LC8 was delayed by a year.

**Anorak fact** To keep the press guessing, much final development testing of the Metro was carried out using the older ADO 88 prototypes



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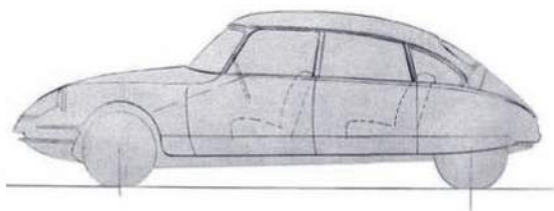
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## 8 CITROËN DS

With tooling well down the line, in summer 1954 Citroën got cold feet about the styling of the DS. At this stage it had a six-light fastback configuration with a beetle-back rear, but company top brass were worried that softer shapes were on the way out. A last-minute revamp by stylist Flaminio Bertoni – begun in late 1954 – accordingly transformed the DS from a slightly bulky profile into a rather more elegant four-light treatment. Requiring minimal tooling changes, this brought with it a raised rear roofline that sat ill with the shallow rear window. The solution was a stroke of genius: roof-mounted ‘chip-cone’ indicators that took the eye away from this visual step and at the same time added definition to the rear of the car.

**Anorak fact** Some early versions of the DS had longer chromed indicator housings that flowed into the guttering; these were nicknamed *trompettes de Jéricho*



## 9 TRIUMPH TR2

In early 1952, Standard-Triumph boss Sir John Black ordered his engineers to come up with a sports car in time for that year’s Motor Show – only months away. The result was an ugly little pug cobbled together in eight weeks from whatever was available: a chassis based on that of the ‘36 Standard Nine, a Vanguard engine and gearbox, plus Mayflower front suspension and rear axle. This unholy mish-mash was never going to compete with the Healey 100, and it drove like a pig. Having given his forthright views, former BRM test-driver Ken Richardson was drafted in to supervise an overhaul. All of the mechanicals were revised, a new chassis was drawn up, and the body was restyled to eliminate the prototype’s stubby tail. Unveiled at Geneva in ‘53, this was the definitive TR2 – and the start of a long and successful line.

**Anorak fact** A Nine chassis was used because a stock was unearthed in the bowels of the plant

## 10 JENSEN INTERCEPTOR

Jensen knew that it had to replace the oddball CV-8 coupé with something less aesthetically controversial. The result was a resolutely dated convertible that revived the Interceptor name. Unveiled at the 1965 Earls Court show, under its aluminium skin it had a Chrysler V8 and a de Dion rear axle. A hardtop version followed, but by the time it was registered in January 1967, the project, coded P-66 (C&SC, November 2006), was as dead as could be. Quite simply, the young new guard at Jensen, led by much-respected chief engineer Kevin Beattie, felt that the Jensen brothers and their long-time stylist Eric Neale were too far out of touch with modern trends. They had their way, and Touring came up with the delightful glassback Interceptor/FF for the 1966 show.

**Anorak fact** The Interceptor and P-66 employed a windscreen and side glasses adapted from those of the Big Healey





# FELTHAM'S FANTASTIC FOUR-POT

It may be no beauty queen, but this unique Aston Martin enjoyed a successful, albeit brief, racing career. **Mick Walsh** takes the wheel of the 1948 Spa 24 Hours winner

PHOTOGRAPHY TONY BAKER/LAT











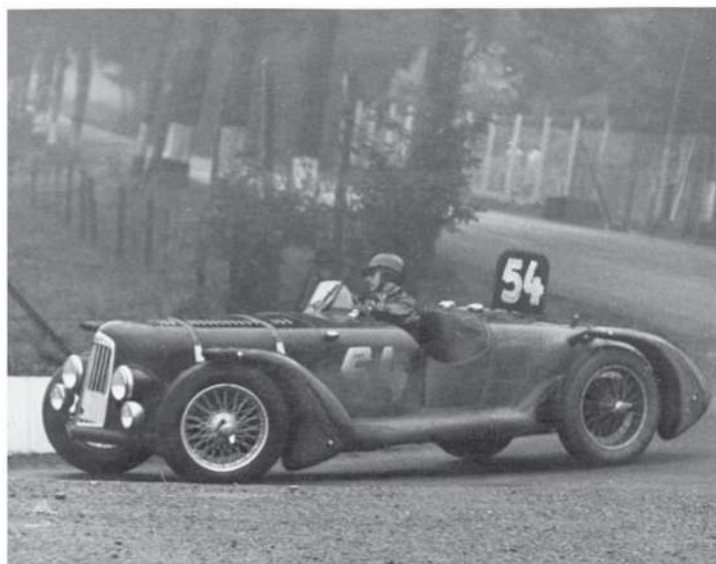
**W**ith its lustrous black paint, new maroon leather and sparkling chrome exhaust, it's a challenge to link this restored Aston Martin to the gruelling Spa 24 Hours. But in 1948, this newly developed racer, fitted with cigar-shaped body and streamlined helmet wings, scored several heroic firsts. With St John 'Jock' Horsfall and Leslie Johnson at the wheel, the untried 2-litre model took on Europe's finest sports cars – including a Ferrari V12, a streamlined Alta F2 racer and a gaggle of more powerful Gallic greats driven by established aces – and outlasted them all. That impressive debut victory secured the unique car's place in Aston history, giving the firm its first international post-war win, as well as the first racing glory of the David Brown era.

But this was no fluke. The small team led by Claude Hill, and aided by his determined tester Horsfall, had designed and built the new 2-litre engine and chassis during the war. The pair had clocked up thousands of development miles through day and night in the exposed test bed.

Horsfall had successfully raced Astons before WW2, and was keen to pick up where he'd left off. Hill's design impressed him and, after inviting racing buddies Tony Rolt and Freddie Dixon to test the car, Horsfall was encouraged to enter the Spa 24 Hours – the first major sports-car race to be staged after the war.

The latest Aston Martin saviour David Brown, himself a former racer, was easily persuaded. With nine weeks to go, the Feltham factory team was ordered to build not only a sports-racer around a new semi-spaceframe, but also complete the prototype chassis with a drophead body to accompany it to Belgium. Frank Feeley moved across from Lagonda to take on the styling, and single-handedly ran the coachwork side.

The challenge put Hill under immense pressure but Brown secured funds for extra staff and



the cars started to take shape as they worked around the clock. 'The racer wasn't pretty, but the standard of work and finish was amazing,' said Horsfall in an AMOC article. 'Nothing ran smoothly and we became nervous wrecks. For the last seven weeks I doubt either of us ever got more than three or four hours sleep. At times we wished we'd never suggested the damned race.'

Horsfall was a perfectionist about the race car, and designed several special features including gravity-fed reserve petrol and oil tanks in case of electrical failure or a blocked fuel line. Other inspired ideas were a wiper for the aeroscreen, which proved a real bonus in the wet conditions. As the racer was being built, Horsfall used the test bed to establish the best ratios for Spa, a track that he'd never visited prior to the race weekend. The mechanics worked until minutes before the car was loaded onto the truck, Horsfall demanding they produce a list of unfinished tasks before they dashed to catch the ferry.



Clockwise, from main: car superbly balanced on fast corners; factory chassis plate; wonderful period switchgear on dash; at Spa in '48 – note different wing profile; good feel and no kickback from steering



'FROM CREEPING ALONG  
AT 15MPH IN TOP, IT WOULD  
ACCELERATE TO 110MPH'



Arriving after the other teams had started practice, mechanics Jack Sopp and Fred Lowne continued to complete the preparations, not finishing until the Friday morning. In the meantime Horsfall and Johnson were forced to use the drophead for training around the legendary nine-mile circuit. Rain fell all week, but in the last practice session the pair finally drove the racer for the first time on an apprehensive shake-down, the organisers allowing a few extra laps on Friday night for them to test the lights.

The 40-car entry was split into classes, and ranged from a team of streamlined HRGs to the 8-litre Barnato-Hassan Bentley that had been converted into a sports car. Fastest of the opposition was the Ferrari 166 of Le Mans winner Luigi Chinetti, partnered by Louis Chiron.

Much to everyone's relief, the sun came out just before the 4pm start but the circuit remained very slippery. Louis Gérard's Delage set the early pace but Chinetti's Ferrari soon took control, lapping at 80mph-plus. Horsfall, however, was forced to pit at the end of the opening lap with concerns about water temperature and excessive oil pressure, but was soon waved out.

'Leslie and I slept between drives, and lapped with almost identical consistency,' Horsfall later reported. 'We neither of us exceeded 4300rpm in any gear, which equalled 100mph in top. That kept the fuel consumption down to 22mpg at

an average speed of 72mph for 24 hours.'

Chinetti continued to set a blistering pace, and when he lapped Horsfall for the second time, the English ace followed him around Burnenville. Through the fast right-hander at Malmedy, the Aston nipped around the outside, much to Chinetti's frustration. The provocation worked and, as the Ferrari roared away, the Italian gunned the V12 way beyond its rev limit. 'The engine note was almost as high as a bat's squeak and within half an hour he was in the pits with a cracked cylinder head,' Horsfall noted.

The rain and mist continued to challenge crews through the night. The conditions led to many accidents, including Aston driver Dick Stallebrass on the first lap of his first race – the pre-war 2-litre spinning off and overturning. The leading Delage of Gérard crashed in the night and Horsfall's Aston was at the front as dawn broke. After refuelling at 12:30pm, Johnson headed out for the final stint, crossing the line after 1729 miles and 192 laps to take a popular win.

The celebrations were no doubt deflated by exhaustion – Hill was ordered to take a holiday upon the team's return – and the news that Stallebrass had died in hospital, but the following morning Horsfall decided to drive 'THX' home rather than load it onto the lorry. The car continued to impress, particularly the torque of the 2-litre engine. From creeping along at

## ASTON MARTIN SPA REPLICA

**Sold/number built** 1948/1 (plus 13 other 2-litres)

**Construction** box-section steel semi-spaceframe with double side rails, alloy body

**Engine** cast-iron 1970cc 'four', with overhead valves operated by short pushrods, camshaft driven by chains at rear, twin 1½in SU carburettors

**Max power** 90bhp @ 4750rpm

**Transmission** David Brown four-speed, with synchromesh on top three ratios, RWD

**Suspension: front** independent, by trailing arms and torsion bar **rear** live axle with radius arms, Panhard rod; Armstrong lever-arm dampers, coil springs f/r

**Steering** worm and roller

**Brakes** Girling 12in drums

**Length** 14ft 8in (4287mm)

**Wheelbase** 9ft 4in (2750mm)

**Weight** 2240lb (1016kg)

**Top speed** 110mph

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15mph in top, it would accelerate smoothly to 110mph, while the body's low drag meant that Horsfall regularly had to use the brakes harder than anticipated when slowing from high speeds.

The contrast between the images from Spa and the restored survivor today might make you think that these are different cars. Mud splattered, with heavy wings, single aeroscreen, a crude exhaust and the number 54 sitting high like a dorsal fin, the Aston's original body looks more functional. When Feeley hastily revamped it for sale, he retained the front but reshaped the rear with a hinged top for access to the spare wheel, while the sides were reprofiled to give more width for doors and an inboard handbrake. Maybe Feeley had seen the Frazer Nash High Speed around West London, because there are similarities in concept, detail, and eventual pricing.

The biggest challenge for Feeley was the forward-mounted engine, which, as with the Healey Silverstone, greatly dictated the proportions. Neat touches carried over from the racing body are the quick-release bonnet straps and the twin filler caps behind the cockpit, while inside the bucket seats are low and there's a comprehensive spread of Smiths dials ahead of the broad three-spoke wheel. In the centre is a switch panel for ignition, fuel, and lights, all no doubt originating from the car's preparation for Spa.

Thumb the starter, and the 'four' starts eagerly with a rorty rasp from the exhaust. The long gate of the David Brown 'box demands care for clean changes, the slow action not helped by the wide ratios, but once up to speed the chassis motors strongly. The engine feels tough and reliable with healthy reserves of torque, but has none of the eager flexibility of a Bristol 'six'. It wants to understeer through tight turns, but on faster open corners everything feels superbly balanced. The low-geared steering requires plenty of elbow action, but once on the move it lightens, giving good feel and no kickback thanks to the independent front end with its coil springs and Armstrong lever-arm dampers.

Where the chassis really scores is the ride, and even over rough roads it feels well controlled but not so soft as to hamper roadholding. The thousands of miles clocked up during development paid off, and no doubt helped lessen fatigue around Spa. Rasping along deserted Suffolk roads on a blissful summer's day, the experience couldn't be further removed from July 1948 and a dark, damp Spa, but the Aston's history is easily evoked and sitting where Horsfall and Johnson guided it to victory is a privilege.

Hill and Horsfall were keen to develop the 2-litre, which they were convinced could do well at Le Mans, but Brown had other ideas. The new company owner felt the pushrod 'four' wasn't the right direction, and dropped it in favour of the Lagonda 'six'. After all their work, the two friends were hugely disappointed and, together with director Gordon Sutherland, resigned in late '48.

'THX' made the cover of *Motor Sport* that August, Horsfall and Hill posing with it outside the Feltham works. The popular driver made one last works outing with the car, taking it up Shelsley before Brown instructed Feeley to revise the styling for the Earls Court Show in October.

Repainted 'poly grey' and fitted with a full-width windscreen cowl plus a new exhaust that swept out from high on the bonnet, the car was renamed the 'Spa Replica'. Not surprisingly, there were no takers at a massive £3109 asking price



From top: chassis rides beautifully; torquey 2-litre pushrod 'four'; tail reworked after Spa win for improved access to spare; Brackenbury tests 'THX' at Silverstone; victors Horsfall and Johnson



when the latest Frazer Nash was only £2334.

The car was tested at Silverstone by Aston team drivers, including Charles Brackenbury and Lance Macklin, and convoyed out to Le Mans with the DB2 racers in '49. The first registered owner was David Brown junior, a terrible driver by all accounts, who had several shunts. In 1952, 'THX' was sold to Jersey-based J Poingdestre, who took it on a tour of England. The car was hit by a bus and, after being repaired at the factory, was used by Poingdestre in local motorsport. Barrie Jones discovered it in '67 and the restored Spa winner was later sold to France, where it was rarely seen until purchased by the Lips collection in Holland, remaining there until 2004.

The car has been much travelled since, including the Villa d'Este concours, a recent return to Spa, and will be auctioned by Bonhams in California on 13-14 August. Maybe the next owner will put it back to its race-winning configuration as a tribute to Horsfall and Johnson.





# The art of Touring

These drop-tops from Lancia and Alfa were both sculpted by the famous styling house. *Alfisti* **Simon Charlesworth** prepares to have his head turned

PHOTOGRAPHY TONY BAKER







**O**utside, on Shaftesbury High Street, waits a glamorous pair of old rivals from Italy's industrial north. In an apparent air of frosty impatience, both the 1960 Lancia Flaminia 2.5 Convertible and '64 Alfa Romeo 2600 Spider have come wearing similar outfits – low slung, off-the-shoulder numbers from Carrozzeria Touring.

When it comes to English rain dances, little beats the efficacy of two classic Italian soft-tops, so we wait for the forecast dryness with late-morning coffee substituting for lunch. Frowns, strained glances and silent prayers are cast to the heavens, all pleading that the sunshine hasn't forgotten its appointed shift. Time ticks on, rain continues and hopes are in danger of being washed away, lumbering us with something as gloomy as a wet weekend with Tony Hancock.

The weatherman, though, doesn't disappoint. As soon as the last raindrop splashes aground, we hit the roads that weave, dive and climb up over the Dorset border into Wiltshire. At the outset we're stalked by scudding blackness worthy of Mordor, but the skyborne threat is eventually outrun. The sun, rolling hills and seductive views do their best to allude to Shelley's 'paradise of exiles', but the smells and sounds – particularly the lack of maniacally driven Piaggio Apes – confirm that we're not in Italy.

We all have our favourite marques. Particularly when they've contributed towards the construction of our petrolhead belief system – as Alfa has with yours truly. So Hugh Williams' gleaming Spider – one of just 112 right-handers built – has little trouble attracting my attention

as quickly as something shiny lures a magpie.

The Tipo 106 2600's bloodline can be traced back, via the 2000, to the 1900 – the model that redefined Alfa Romeo, aligning it towards the post-war mainstream market. Yet in contrast to this forging modernism was the reappearance of an engine format strongly associated with the marque's past life of concentrated prestige. Here was a 145bhp twin-cam straight-six with aluminium block and head, bearing two inclined valves per hemispherical combustion chamber, and fed by a trio of Solex 44 PHH carburettors.

Developed under engineering chief Orazio Satta, the mechanical specification of the 2600 Spider was still modern enough to raise the odd British eyebrow. It featured coil springs all-round, telescopic dampers and servo-assisted disc brakes, plus a manual five-speed gearbox. All that was wrapped in a 2+2 monocoque body – styled by Touring's Carlo Anderloni and Federico Formenti – that was really just a continuation of the 1958 Tipo 102 2000 Spider.

The Alfa cannot be heckled for aesthetic repetition when it is such an elegant and charismatic shape. Subtly sensuous and flowing with restraint, this open Italian GT represents everything that car design should aspire to. Just one glimpse is enough to fill your head with *Le Mépris* cinematic glamour – in spite of Jean-Luc Godard having cast Jack Palance as the Spider-driving millionaire playboy, and Palance's awkward angular intensity jarring with the film's idyllic setting.

Talking of which... the Flaminia, no matter how great an effort is expended, just doesn't tickle the same parts. The lines, particularly that sloping rear deck and its frowning frontal aspect,

**Clockwise, from right:**  
the exotic Italian pairing finally basks in English sunshine; classy Lancia cockpit feels roomier than its rival; 2600 a symphony in black leather and vinyl; stylish script on both cars







are touched too heavily by the brush of transatlantic baroque. Unlike on the later Flavia, the raised headlamps and angular front wing line conjure the impression that this Lancia is thoroughly cheesed off. This may satisfy the skewed *Alfisti* voices in one's head, but these villainous enemies of impartiality shouldn't be too complacent. Something is about to startle their white cat and derail their smug plans for domination.

The Flaminia's interior is in a different class to that of the Spider, suggesting that greater care and attention have been invested. It owes less to 1960s sports car vinyl and more to resplendent '50s Italian jewels such as MV Agusta's CSS Super Sport Disco Volante. The bright interior trim and unobtrusive instrumentation – plus the absence of a centre console and conventional transmission tunnel – all make the Flaminia far roomier, more stylish and classier than the Alfa.

Given the cars' price differential when new, this should be expected – in 1962, the disparity between a Flaminia convertible and a 2600 Spider was £969. Or to put it another way, you could have bought a Triumph TR4 with the difference and still have a wad of folding left over.

Although the Tipo 824-04 Flaminia grabbed the Aurelia B24's baton, much had changed at the company in the wake of Vittorio Jano's F1 adventure with the complicated and costly D50. With the firm rescued from the financial flames by Giovanni Pesenti, Antonio Fessia took over



Jano's role as chief designer and set about creating a new V6 engine plus double-wishbone front suspension. Sadly, Lancia ignored the D50 lesson and continued to spend too much on engineering quality and development to survive on its own. Bad news for Lancia owners of the day, but good news for Lancia owners now.

Pop the bonnet and the Flaminia 2.5 Convertible certainly lacks the showmanship of the Alfa's gleaming long-legged cam covers. But then you notice the thermostatically controlled radiator shutters, the battery located low and ahead of the compact, all-alloy 60° V6 – itself mounted almost against the front bulkhead. Drive is sent aft to a transaxle, which then apportions motion via a de Dion rear axle. This mechanical sophistication is dressed by Touring using its alloy-panelled Superleggera body construction.

While the Alfa underwent relatively minor

improvements during its life, Lancia's drop-top enjoyed compulsive rapid-fire alterations. After only 421 open 2.5s were built, the 3C Convertible 2.5 (246 built) was introduced in 1961 with triple Weber 35DCN carburettors. That was replaced by 1963's 3C Convertible 2.8 (180 built), which lasted until 1964. Given such a background, I further suspect that things might not go quite according to personal taste.

Get behind the wheel of the 2600 Spider, however, and any concerns are quickly blown away. The Spider's reputation for dimensional largesse does not stand up to 2015 scrutiny, but despite Alfa's claim that 'it is every inch a *Gran Turismo* with sports car characteristics' it feels larger than it is. This is due to the weight and location of that imperious engine as well as a degree of play in its steering.

Believed to have its origins in a 1940s Ford, the Gemmer steering box does have noticeable slop, which is a little unnerving given the Alfa's laden bow. Confidence is sparse until several furlongs have passed, particularly if, on turn-in, all you encounter is slackness that gives an unnerving impression of understeer. But with hands, eyes, worm and sector all in sync, the Alfa's merits come forth: the long, easy throw of the five-speed gearbox, plus brake retardation and pedal feel that would embarrass its wheeled offspring from the 1980s.

Then there's that joyous engine – the last of its



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Clockwise, from right: gorgeous 2600 profile; twin-cam 'six' is a visual delight; Alfa offers stronger performance than Lancia; tail similar to that of smaller Giulietta Spider; jewel-like detailing



bloodline. It's far quieter than its pre-war forebears, the later Giuseppe Busso V6 or its smaller four-cylinder kin, possibly due to the quiet conscientiousness of those triple twin-choke Solexes that mumble only on the overrun. It imparts journeys with a silken double-cream melody – almost as if easy-listening maestro Piero Piccioni had a seven-bearing crankshaft and lived under the bonnet. Sit back, select fourth and let the torque toil at 3000rpm, or you can make the Veglia tachometer earn its keep by stretching for the red paint at 6250rpm. Either way, the muscular 'six' bequeaths the Spider with a happy heart – and, as open GTs go, it is much more likeable than a Mercedes SL.

Such digression, however, is not why we are here. Aboard Justin Fish's Flaminia, its lighter two-tone interior is more spacious and less simian than the Spider. This ethereal sensation is amplified by control surfaces that are nimbler and a driving experience that is more *vivace*. The V6 will obligingly lug you around in third gear without qualm, but to do so feels wasteful because it denies the opportunity of changing gear with what is the finest remote transaxle gearchange I have experienced. Not only is it shorter, sharper and cleaner of throw than the Alfa's, but when swiftly chopping from one ratio to the next, it could merrily humiliate some later villains with an inclination to graunch 'n' grind.

The 117bhp, 2458cc 'six' is served by only a

single twin-choke Solex yet it relishes high revs, singing then wailing at 4500rpm as the Jaeger rev counter heads for the thin redline at 5500rpm. This demonstrative, soulful engine is as modern and uninhibited as the dignified Alfa is reserved, and makes it feel, well, ever so slightly old guard.

On roads such as these, it's an honourable stalemate in terms of seat-of-the-pants performance assessment, body rigidity and cossetting ride – even when you consider the different methods of construction and that the Lancia, in a rare bout of rear suspension regression, sits on cart springs. Regardless of the stats, both feel evenly matched and enjoyably quick, without triggering worries about little men in vans and speed-awareness re-education.

Yet in terms of steering feel and front-end response, the Flaminia easily pulls ahead. Despite being of a similar design and hailing

## ALFA ROMEO 2600 SPIDER

**Sold/number built** 1962-'65/2257

**Construction** steel monocoque

**Engine** all-alloy, dohc 2584cc 'six', triple Solex 44 PHH carburettors

**Max power** 145bhp @ 5900rpm

**Max torque** 156lb ft @ 4000rpm

**Transmission** five-speed all-synchromesh manual, driving rear wheels

**Suspension:** front independent by double wishbones, anti-roll bar rear live axle, lower radius arms, triangular axle locator; coil springs, telescopic dampers f/r

**Steering** worm and sector

**Brakes** discs, with servo

**Length** 14ft 4in (4369mm)

**Width** 5ft 5in (1651mm)

**Height** 4ft 6in (1380mm)

**Wheelbase** 8ft 2in (2489mm)

**Weight** 2530lb (1147kg)

**0-60mph** 9.2 secs

**Top speed** 124mph

**Mpg** 18-26

**Price new** £2806 (1962)

**Price now** £75,000



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Clockwise: Lancia's styling is arguably fussier than that of the Alfa; rev-happy V6; Flaminia has better steering and is superbly balanced; distinctive tail-light design; Touring badge; pretty door handle



from the same company as that used in the Spider, the Lancia's Gemmer worm and sector is as delicate and tactile as the wood-rimmed wheel that commands it. Forget slop and straight-ahead numbness, this steering is so responsive, light and consistent from lock to lock that it proves to be an education. Allied to better weight distribution and a higher polar moment of inertia, the Lancia's eager reactions, crisp turn-in and predictability are a delight.

It certainly loses ground to the Alfa under braking, however. An officious servo hampers easy modulation and there is less overall stopping power, but through tight or flowing corners its better balance conspires to make it feel lighter than the Spider – even though the contrary is true. Indeed, such is the experience that it stuns the inner *Alfisti* to silence, leaving behind bewilderment, shock and long minutes of numbness.

I still prefer the Spider's lines, but I am the first to admit that a design garnished with awkwardness can – with greater familiarity – blossom, be viewed anew and appreciated. Dynamically, no such excuses need to be made for the Lancia – a *gran turismo* that goes beyond its job title and gets uncomfortably close to some audacious machines that dare label themselves 'sports cars'. Relaxed enjoyment of the 'sun in your face, wind in your hair' variety recedes as confidence in the Flaminia's ability flourishes, allowing a greater indulgence of that gearchange and the

precocious musicality of that sonorous V6.

The 2600 Spider would doubtless be a wonderfully unfussed and enjoyable way to cruise down to the Amalfi Coast; the Lancia would probably take longer, its driver having surrendered to the temptation to take the long, wriggly way around. It is an inescapable truth that, from the driver's seat, the Flaminia looks, feels and sounds more special than the Alfa. Such is its cache of talents and delicate feedback that it is eligible for membership of an exclusive club that includes the Lotus Elan, AC Ace, Porsche 356 and, yes, a fair few flavours of four-cylinder Alfa. Fellow Alfa fans, *mi dispiace*.

**Thanks to** Hugh Williams; Justin Fish; Colin Marr; Tim Heath at the Lancia Motor Club: [www.lanciamotorclub.co.uk](http://www.lanciamotorclub.co.uk); Ian Packer at the Alfa Romeo Owners' Club: [www.aroc-uk.com](http://www.aroc-uk.com)

## LANCIA FLAMINIA 2.5

**Sold/no built** 1960-'61/421 (convertible)

**Construction** steel chassis, Superleggera alloy bodywork

**Engine** all-alloy, sohc-per-bank 2458cc V6, single Solex 40 PAAI carburettor

**Max power** 117bhp @ 5100rpm

**Max torque** 137lb ft @ 3500rpm

**Transmission** four-speed all-synchromesh manual transaxle, driving rear wheels

**Suspension:** **front** independent by double wishbones, coil springs, anti-roll bar **rear** de Dion axle, semi-elliptic leaf springs, Panhard rod; telescopic dampers f/r

**Steering** worm and sector

**Brakes** discs with servo

**Length** 14ft 9<sup>1</sup>/<sub>4</sub>in (4500mm)

**Width** 5ft 5<sup>1</sup>/<sub>4</sub>in (1660mm)

**Height** 4ft 3<sup>1</sup>/<sub>4</sub>in (1300mm)

**Wheelbase** 8ft 3<sup>1</sup>/<sub>4</sub>in (2520mm)

**Weight** 3086lb (1400kg)

**0-60mph** 13.6 secs

**Top speed** 106mph

**Mpg** 18-25

**Price new** £3775 (1962 3C 2.5)

**Price now** £100,000



# 'THIS TRIBUTE IS ABOUT THE PEOPLE WHO TOILED TO MAKE A PROMISING PROJECT HAPPEN'

**Richard Bremner** attends a special reunion of the individuals who strived to turn the De Lorean into a viable proposition, then tried harder still to save the firm. He also drives the twin-turbo prototype

PHOTOGRAPHY JAMES MANN/THE ESLER CRAWFORD COLLECTION/BARRIE WILLIS







Adams, Kimberley, Sutton, Murray and Wills were among those who met up in Belfast earlier this year to ponder what might have been for the DMC-12



**J**ohn Zachary DeLorean was one of the most colourful and successful car men of the 1960s. His fame grew when he became the youngest-ever manager of a General Motors division at 40, a post earned with his considerable engineering skills and the launch of the highly successful 1964 Pontiac GTO muscle car, which triggered a fabulously creative horsepower war.

Success at Pontiac soon propelled DeLorean to the head of Chevrolet, and towards the real possibility of taking the top job at GM – except that his casual, open-shirt style and television-frequenting celebrity status was too much for a crusty GM board to stand. He left in 1973, gifted with a Florida GM dealership and a salary.

What came next was DeLorean's most famous enterprise – the creation of a striking sports car bearing his own name, and a factory to go with it. The DeLorean DMC-12's most memorable feature was its brushed stainless-steel bodywork, a finish that meant every one looked the same, closely followed by its high-rise gullwing doors. And, once the press had driven the car, the disappointing discovery that its performance in no way matched the impact of its Giorgetto Giugiaro-sculpted appearance.

But the drama of the DMC-12 was nothing compared to the story of the rise and fall of the company that would make it, the subsequent unravelling of which would provide a fine plot for an airport thriller. The tale of the UK government's 1979 £53m funding of the DeLorean project – intended to boost employment in a partial attempt to ease 'The Troubles' in Northern Ireland – the unaccounted disappearance of several of those government millions, the involvement of Lotus and the death of its boss Colin Chapman has been told many times.

The story gained added piquancy with John DeLorean's subsequent FBI framing in a \$1.8million cocaine deal. It was compounded by the politics around prime minister Margaret Thatcher's disdain for funding a programme that her government had reluctantly inherited and John DeLorean's hubris, which virtually turned the man into a business fantasist.

Those who would later battle to save the concern became keen to exclude him from any rescue deal, and that was before his credibility was destroyed by the drugs-bust. Of this he was eventually acquitted, his defence successfully



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arguing that he had been entrapped by the police, although by then the DeLorean Motor Co was dead. Speaking of fantasies, it was the 1985 film *Back to the Future* that made the car famous all over again, this time for more positive reasons. One of the many tragedies of this tale is that, had this Hollywood exposure come earlier, it would undoubtedly have helped to save the business.

But this article is not about the illicit siphoning of funds, drugs-busts, apparently mysterious deaths and political manoeuvrings by the UK and American governments. That has likely generated enough column inches to paper-wrap every one of the 9080 De Loreans that were made, but it has also left the achievements of the workforce largely unacknowledged.

So this tribute is about some of the characters behind the DeLorean itself, people who worked mighty hard to make a promising project happen, even harder to save it and who put together an ingenious rescue plan that had the makings of a transformative deal. Earlier this year, there was a reunion of DeLorean staff in a Belfast hotel, only a few miles from where the plant once hummed with creativity and hope. It came about because former employee Barrie Wills had realised with another ex-colleague David Adams that many of their number were passing away. Time, they reckoned, for a big get-together to reminisce, wonder what-if, drive some De Loreans and do a bit of record-straightening...



From top: body assembly area in its heyday, showing GRP punt that stainless-steel panels were hung on; engine dress line with lift

**'HAD THE HOLLYWOOD EXPOSURE COME ABOUT EARLIER, IT WOULD HAVE HELPED TO SAVE THE BUSINESS'**



## MD OF CONSULTANT LOTUS Mike Kimberley

Lotus Cars was asked to consider developing for production the DeLorean prototype, which had been put together by a team of engineers under Bill Collins. Kimberley and

Colin Chapman drove a 'mule' in Phoenix (C&SC, June) – suffice to say they weren't impressed.

Still, Lotus took on the challenge. The deadline was an absurd 18 months to meet DeLorean's bold commitment to the UK government. Kimberley and Chapman tried to persuade the company to change some of the DMC-12's fundamentals to ease development and improve its handling.

"The only way was to implement as many Lotus technical solutions as possible," says Kimberley. "We tried to shift away from a rear engine. We needed to add torsional rigidity. And we tried for an alternative to the gullwing doors, but we lost on that, the engine and the stainless bodywork." Those changes might have made it better, but they would also have made it duller.

"It was a reasonable car," he adds, guardedly, "and would have been successful. But no one could sell a car anywhere in 1982. It was the second oil crisis. Even Toyota lost \$600million. In America, you couldn't get gas."

Despite that, by mid-'81 the US dealers couldn't get enough cars: "The board said yes to increasing production, and it included two government officials. So the factory put on a third shift for the body and a second for assembly in the middle of all this."

Underlining this optimism, DeLorean did an Initial Public Offering on the New York stock exchange, the production increase intended to underline the firm's appeal as an investment.

"Then came the massive recession," says Kimberley. "We had a credit line with a limit, which DeLorean was on. We were already having to buy time from the suppliers. And in August '82 there was no more money from Thatcher..."

But the point that Kimberley is keenest to make is the speed with which the project went from a clean sheet to manufacture: "The whole programme was a hell of an achievement for the teams, and the best I've ever seen."

## PURCHASING Nick Sutton



Sutton joined DeLorean not long after Barrie Wills (see over page), working for him in purchasing, and wrote *The DeLorean Story – the Car, the People, the Scandal*. He tells of one of the lighter incidents

during the firm's brief career, when a couple of gold-plated DMC-12s were commissioned by Ray Neseth, a close associate of John DeLorean – "who was a bit of a bully".

"We had to find a vat big enough," he says. "Degussa in Germany initially said it couldn't do it because the panels were too big."

Eventually they found a vat large enough and agreed to it, as long as "the money was provided up front, and the job was done on a national holiday. We did three sets of panels, one a spare. Regrettably, on the final set a door got scratched. We used about £2165 of gold per car."

The panels were needed in such a hurry that they had to be transported on a Sunday, in an era when no lorries were allowed on German roads on that day. Exceptions were made for refrigerated trucks, which is how the parts were carried to Ireland in one: "You could do that kind of thing in those days."

"One of the cars went to a bank owner in Texas," says Sutton, "and is now in a museum in California, while the other is in a museum in Reno, Nevada." A third car was made with the spare panels, and now lives in Maryland.

## "HANDYMAN" Joe Murray



DeLorean was a family business for Murray, as it was for many of the employees who had relations working there as well, his wife making seats for the cars.

Murray's dedication to the company

remains powerful even today, and has led to him collecting a sizeable catalogue of memorabilia, photographs and documents. You can feel his belief in the project, and his sadness that it died, a disappointment that would have affected thousands more at the time, Dunmurry being hugely dependent on the plant for employment.

Handyman Murray "did the decorating, which meant that I went everywhere".

He adds: "That included John DeLorean's offices with their luxurious carpets. The unique thing was the personal bathroom and a telephone in the toilet – that was one aspect that impressed me!"

He also witnessed the creation of the two gold De Loreans – "The panels were kept in a crib, which I painted black and Securicor guarded for two weeks" – while John DeLorean's showbiz connections meant that various famous faces were often seen at the factory.

As Murray puts it: "I remember getting two Carsons mixed up when American chat-show host Johnny arrived – I'd been expecting the Irish comedian Frank!"





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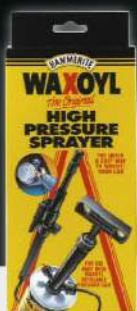


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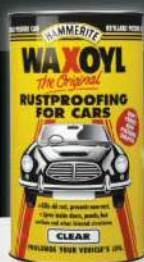
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## FINANCE DIRECTOR David Adams



Adams was the finance director during DeLorean's receivership period, working closely with Barrie Wills and the UK consortium to save the firm. Noting that Northern Ireland minister Jim Prior was unable to persuade Margaret

Thatcher to provide rescue funding, he reflects that: "Airey Neave was one of the few people who could influence Thatcher."

Neave was Shadow Secretary of State for Northern Ireland in early 1979 and a close ally of Thatcher's, but was killed by an Irish National Liberation Army bomb attached to his Vauxhall as he drove it out of the Palace of Westminster car park.

"Neave visited the plant in 1979 when he was in opposition," recalls Wills, who was very impressed by him. "If he'd lived he would have kept it on the road, but six weeks later he was dead."

**'PERFORMANCE IS SOMEWHERE BETWEEN BRISK AND RAPID, WITH SURPRISINGLY LITTLE TURBO LAG'**



## PURCHASING DIRECTOR Barrie Wills

Wills was one of DeLorean's earliest employees and among the last to leave. He joined in October 1978 as purchasing director, and became chief executive in May '82

during the receivership, when he mounted what was considered a very credible rescue plan.

Part of Wills' solution was to add a second model, and an opportunity came when BL Cars announced the end of TR7/8 build in summer '81: "We were halfway through the negotiations to buy the convertible, with help from the West Midlands development agency. We thought we could save DeLorean by offering the two cars."

The idea was to perform a low-cost restyle (inset), which designer Eddie Pepple did for free: "A firm called IDAT built a scale model of the i-car, as it was called, for the business plan."

Besides sealing the deal with Austin Rover, Wills and the rescuing UK consortium also had to work out how to build a car that needed a paintshop. The task was eased by the fact that



Twin-turbo 'Douvryn' V6 gives the De Lorean the pace that its stunning Giugiaro looks deserved. It's refined, too, given the limited fettling



## Twin-turbo DMC-12

This De Lorean is a factory prototype and, had the company not gone into liquidation, it would doubtless have done tens of thousands of test miles before a probable crushing. Instead, its maker's termination has allowed this car to lead a pampered afterlife as a unique example of the breed.

Its Peugeot-Renault-Volvo V6 is boosted by a pair of turbochargers that raise its output to almost 300bhp, according to owner Michael Hickey, who points out that the standard car was good for 168bhp. US buyers, meanwhile, had to make do with a catalyst-strangled 128bhp. Besides the turbos, it features one ignition coil per cylinder, fuel injection and black air scoops on the rear wings that feed an extended cooling system. Appropriately, the pipework for the latter is made from stainless steel.

Performance is somewhere between brisk and rapid, and with surprisingly little lag considering how old the design is. The V6 engine is refined, tractable and provides the most modern sensations. Incomplete development leaves unaltered brakes with more travel and less bite than you'd like, and lightly under-damped suspension. All of which discourages you from making the best of the considerable go, especially as the rear-engined, weave-prone aerodynamics are uncovered on this windy day. Hickey also says that it's quite easy to spin: "The wheelbase is shorter than you'd expect."

For all that, this is an engaging car with plenty that's right about it, including a well-oiled if slightly long-travel gearchange, a good driving position, a comfortable ride and decent forward visibility. That this turbocharged De Lorean shows so much potential underlines the fact that this project, and its factory of highly committed and able employees, was only £80,000 short of a viable future. What a waste.



Eire's CKD assembly plants were closing down ahead of the country's import-tariff-eliminating EU entry, freeing up a Nissan facility to spray it.

"Dublin would build the body-in-white," says Wills, "the ex-Nissan plant would paint it, the bodies would be shipped by rail to Dunmurry, and the department of commerce would put a siding in. BL would not allow the Triumph or TR names to be used, so we planned to rebrand the car as a Healey, with Geoff Healey's approval. Healey 3500 would be the V8; 2000 the 2-litre. And the DeLorean Motor Company would be renamed the Dunmurry Motor Company - DMC."

Merchant banks 3i and Hill Samuel would raise the funds. The group needed £20m, mostly from outside investors. Just £80k was required from the government via the Northern Ireland office.

"Jim Prior was supportive," adds Wills, "but he decided to clear it with Thatcher. There was never a cabinet meeting to discuss the situation, which was moving fast. 'There will be no money,' she said. 'Tell the receivers to do their job.'"



# HATCHING A CLEVER PLAN

The concept of the modern family car can be traced to the wonderfully idiosyncratic Renault 16. **Andrew Roberts** celebrates the iconic design's 50th anniversary in style

PHOTOGRAPHY **TONY BAKER/RENAULT**









In 1965, your average British motorist would have had no real point of reference for the Renault 16. The Citroën Traction Avant Commerciale and the Austin A40 Farina Countyman had demonstrated that buyers were not averse to a saloon fitted with a tailgate, but the new French car was indefinable using traditional terms. It was not a small utility car in the mould of Renault's own R4, and nor was it a true estate car, as was the reassuringly predictable Morris Oxford Traveller. Some buyers must have fled in horror to seek refuge with *Mrs Dale's Diary*, but there were those who appreciated that the R16 was a wholly logical car for the times.

Between 1951 and 1960, Renault had built the large Frégate but that had made little impact in the UK. In its homeland the car was regarded as elegant, but it suffered from an antediluvian four-cylinder engine. By 1958, company president Pierre Dreyfus wanted to revamp the marque's image. The original idea was for the Frégate to be replaced by 'Project 114', a saloon in the grand pre-war tradition of Renault *boulevardiers*, with lines designed to appeal to the company's North American customers. Unfortunately, with the Dauphine establishing a poor track record for reliability, the company's exports to the US collapsed in the late 1950s, while 'Project 114' would have been too expensive for the French.

So, in February 1961 Dreyfus cancelled the Frégate's successor and in its place instigated the logically named 'Project 115', giving his team of young engineers and designers the freedom to create 'a car that they would like' and that would 'appeal to families attracted by modern consumer society'. Those buyers who craved an alternative to the Citroën DS (and who did not object to being considered *nouveau riche*) would be offered the Belgian-built, US-sourced Renault Rambler, while 'Project 115' would provide an alternative to the Peugeot 404 and Opel Rekord P2.

The design team was headed by Yves Georges, who with Gaston Juchet and Philippe Charbonneaux created a car that was as elegant as it was functional. The new model would apply the R4's design principles to a larger car that would sell at a very reasonable FF9000. Power would be from an all-aluminium 'four' that had originally been conceived in six-cylinder form for 'Project 114'. As with the R4, there would be an asymmetrical wheelbase in order to accommodate the transverse torsion-bar rear suspension. In a bid to minimise costs, Dreyfus approached Alfa Romeo with a collaboration proposal – the firm was already building the Dauphine and R4 for the Italian market – but to no avail.

In 1962, Renault introduced its last major rear-engined car, the R8, but when in August 1964 it released pictures of the 1500 (as it was then known) it became apparent that the company's future was with front-wheel drive. The 1500 was renamed R16 that December, and at its press unveiling in January 1965 the new Renault made competitors such as the 404 and the Simca 1500 look, if not staid, then ultra-conventional.

One detail that fascinated journalists and potential buyers alike was that the R16's seating could be arranged in seven different configurations. A rather fantastic promotional film has a Serge Gainsbourg lookalike demonstrating just



Clockwise, from top: quirky rear instantly recognisable; strip speedometer and acres of vinyl in the GL; air vent on scuttle; owner Tony Topliss; soft springs result in lots of roll when pressing on, but the payoff is a cossetting ride; badge on rear flank; stillborn 'Project 114'

that, to the accompaniment of *Monsieur Hulot*-style music. The rear bench can be moved forward six inches, the 'Rally' position provides an offbeat bed for the front-seat passenger, and the entire back seat can be removed. Best of all is the ever-popular 'suspending the rear backrest from the rear grab handles' – proof that here was a family car with distinctly *Rive Gauche* tastes.

The R16 was formally launched in the UK in March 1966, thereby creating alarm and consternation in a country only just coming to terms with The Beatles being awarded the MBE. British-market versions were initially offered in L or GL form. 'Our' handsome cream test car is in the latter guise. After all, if you are going to impress the neighbours with the vehicle that defeated the Rolls-Royce Silver Shadow to become Car of The Year, there is little purpose in opting for the economy version.

The GL's price-tag could have got you a Wolseley 16/60, which looked like a solid bulwark against the encroaching tide of beat combos, or

a Ford Corsair. You might even have gone wild and opted for a Vauxhall Victor FC 101 with its 'Magic Mirror' paint, or a duotone Singer Vogue.

These British rivals all offered various interpretations of transatlantic design tropes whereas the R16's low waistline, high roof and six side windows were the hallmarks of a proudly idiosyncratic design. In terms of sheer innovation, only the BMC 1800 could hope to rival the exotic French arrival, but the 'Landcrab' was regarded as – and felt like – a larger car (although it is actually shorter). It also had only four doors.

The Renault 16 always seemed a big car during my childhood, so the fact that 'our' GL is smaller than a Mégane comes as a moderate shock. Present and correct is that famous *parfum de Renault* – the distinct aroma of slightly boiled rubber. Taking the wheel is to be confronted by a mass of elaborate air vents and randomly placed controls that resemble those of an early airship. Meanwhile, all occupants are well insulated from the outside world





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## RENAULT 16GL

**Sold/number built** 1965-'80/1,851,502 (all 16s)

**Construction** steel monocoque

**Engine** all-alloy, overhead-valve 1470cc 'four', with Solex carburettor

**Max power** 59bhp @ 5000rpm

**Max torque** 78lb ft @ 2800rpm

**Transmission** four-speed manual, driving front wheels

**Suspension** independent all round, at front by double wishbones, longitudinal torsion bars rear trailing arms, transverse torsion bars; anti-roll bar, telescopic dampers f/r

**Steering** rack and pinion

**Brakes** discs front, drums rear

**Length** 13ft 10<sup>3</sup>/<sub>4</sub>in (4235mm)

**Width** 5ft 5in (1651mm)

**Height** 4ft 9in (1448mm)

**Wheelbase** 8ft 11in (2718mm, left), 8ft 8<sup>1</sup>/<sub>4</sub>in (2648mm, right)

**Weight** 2161lb (980kg)

**0-60mph** 16.9 secs **Top speed** 88mph **Mpg** 32

**Price new** £919 (1966) **Price now** £4000

## 16TS (where different)

**Sold** 1968-'77

**Engine** 1565cc, twin-choke Weber carburettor

**Max power** 83bhp @ 5750rpm

**Max torque** 87lb ft @ 3500rpm

**Brakes** discs front, drums rear, with servo

**Weight** 2271lb (1030kg)

**0-60mph** 12.3 secs **Top speed** 101mph **Mpg** 26

**Price new** £1203 ('69) **Price now** £7500

## 16TX (where different)

**Sold** 1973-'79 **Engine** 1647cc

**Max power** 93bhp @ 6000rpm

**Max torque** 95lb ft @ 4000rpm

**Transmission** five-speed manual

**0-60mph** 11.3 secs **Top speed** 104mph **Mpg** 28

**Price new** £1895 ('73) **Price now** £7500





A woman in a red dress is shown from the back, looking at a classic car. The car is dark-colored with a prominent headlight. The background is dark, and the overall style is artistic and stylized.

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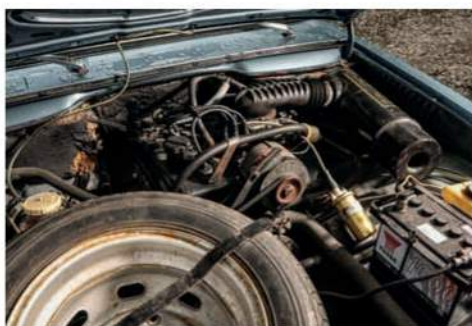
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Clockwise, from top: stainless grille fitted from 1965 until facelift in '75; hatchback was radical at launch; owner Phillip Martin; TS featured updated dash with round dials; height-adjustable headlamps standard across the range; spare lives under bonnet above 'box, with engine behind

thanks to a combination of extravagantly sumptuous seats and a superb suspension system. The R16 was designed at a time when Renaults had to cope not only with the poor road surfaces of rural France, but also those of the former colonial territories in Africa.

The GL really does seem to glide with a sense of ease and there is no need for frenetic stirring of the column-mounted gearlever, for the R16 is a vehicle of unhurried comfort. There are some minor quibbles – the handbrake is apparently positioned as to be unreachable and, despite the anti-roll bars, cornering sometimes results in sliding across the vinyl trim. Raising the bonnet also reveals why quite a few pioneer owners in the UK employed someone else to carry out routine servicing. This was not merely because the Renault was 'a foreign car' (still uncommon at that time), but because of a lack of access due to the 'north-south' engine being positioned behind the transmission.

The R16's charm more than overcomes such

issues, though. Progress is smooth but never sedate and, after one run in the GL, the Victor and its ilk seem to belong to another age. A Mini owner would have understood the R16's poise and well-balanced steering, but to anyone graduating from a typical British saloon, the car that 'didn't just happen' would have been a revelation.

By the late 1960s, Renault was aware of the need for a faster and more luxurious version of the R16 – one that would tempt motorists away from the Auto Union Audis and the Peugeot 404 injection. For the TS of 1968, the 1470cc 'four' was radically re-engineered – increases in bore and stroke taking it to 1565cc. Renault fitted a completely new head, a twin-choke Weber carburettor and an elaborate exhaust system designed in collaboration with Peugeot. Of equal importance to would-be Jackie Stewarts, the front discs of the TS were servo-assisted.

The new flagship R16 certainly looked more subtle than any Ford Cortina 1600E, and the major differences from the GL are to be seen in

the cabin, where the TS boasts a wonderfully stylish and oh-so-Gallic dashboard. In place of the GL's strip speedometer there is a plethora of circular dials – they may not all be terribly readable but at least they are there. Yet welcome though the extra instrumentation, two-speed wipers, passenger map-reading light and other equipment are, they are not the *raison d'être* of the TS. This was a car born to travel along the *autoroutes* with its yellow headlamps ablaze, even if it is a UK-market version stuck in a traffic jam outside Winchester. Here was a Renault to compete with the Citroën DS and Audi 100. It is one of those rare mass-produced cars where the care and consideration taken by the manufacturer over the occupants' well-being make it feel coachbuilt – traits singularly lacking in your average Austin Maxi.

The final member of this group represents the ultimate R16 – the TX. One of the stars of the 1973 Paris Salon, its engine was enlarged to 1647cc, giving a useful degree of extra power.





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Clockwise, from top: bigger, squared-off rear lights were fitted from 1971 facelift; quad lamps on TX give car an intimidating look; owner John Pigeon; supremely comfortable interior has cloth trim and stylish two-spoke wheel; R12 'sports' wheels; roof-mounted spoiler standard on TX

There was also a discreet chromed spoiler above the rear window, distinctive R12 Gordini 'sports wheels' and four Cibie quartz-iodine headlamps that were ideal for looking menacing in the rear-view mirror of a Hillman Hunter. The TX was the R16 of R16s, a car with five-speed transmission, tinted glass and even central locking plus electric front windows as standard equipment. It would be the last major development of the range.

And 'our' red example confirms that the TX was a magnificent swansong to a truly great motor car. The cloth-trimmed interior cocooned the driver and passengers from the OPEC oil crisis, the Bay City Rollers and many other forms of 1970s misery, as well as reminding motorists that the R16 was still more than a match for the Peugeot 504Ti or the Audi 80. In the UK, the Renault provided a very viable alternative to the Triumph Dolomite or the Ford Cortina 2000E, for although some of its detailing – the stout A-pillars and that vast thin-rimmed steering wheel – clearly harked back to the

previous decade, the TX still carved its own niche.

The idea of a five-speed column gearchange may have initially seemed unworkable, but in practice it functions extremely well, with a precision that was sorely lacking in the floor change of a certain Longbridge rival. By the mid 1970s, a buyer may have expected the option of power-assistance, for the Renault's steering does feel heavy at low speeds, but as a means of cruising the roads of Europe it deserves any number of superlatives. To fully complement the whole TX experience, it is essential to fit an 8-Track cartridge player in order to play Francis Lai's theme for *Un homme et une femme*. Of course that film was released seven years before the TX was introduced, plus it features GT40s and Mustangs, but the music is still utterly appropriate to this French hatchback's unique appeal.

The last examples of the R16 were made in 1980, by which time the column gearchange and near vertical windscreen seemed as redolent of the 1960s as a Johnny Hallyday LP. By then

there were other medium-sized, five-door, front-wheel-drive saloons, including the Talbot Alpine and VW Passat, but the final R16s were proud memorials to a car that polished the Renault image across the globe and redefined notions of what a family car should be.

During our photoshoot in the refined surroundings of Notley Abbey, our trio was constantly admired – especially by drivers too young to have encountered the model in its heyday. To them, it was "exotic", which is a fitting tribute. One of the greatest Renaults ever made, the R16 truly did offer the avant-garde for the benefit of the average motorist. Plus, let us not forget, it had a rear-seat backrest that could be suspended from the grab handles.

**Thanks to the Renault Classic Car Club:** [www.renaultclassiccarchub.com](http://www.renaultclassiccarchub.com); owners Tony Topliss (GL), Phillip Martin (TS), John Pigeon (TX); the people at Notley Abbey; Stephanie Wiera and everyone at <http://bijouweddingleaves.co.uk>



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# Welcome

**T**here is so much to tell you about the 2015 Revival, starting with our special tribute to Bruce McLaren, who was so tragically killed while testing one of his Can-Am cars at Goodwood in 1970. We will have at least 15 cars that Bruce raced as a driver, team owner and constructor.

I am especially pleased to recognise Bruce's achievements in this way because McLaren Cars maintains close links with Goodwood, using the circuit for its track days and other events.

This year is also very much about Ferrari. The Lavant Cup is exclusively for Maranello's 1950s sports cars and will provide a memorable sight, as well as a glorious sound. The *rosso corsa* cars will also be the focus of our central concourse in our Earls Court Motor Show.

We remember Carroll Shelby this year, too, celebrating the 50th anniversary of his team's World Sportscar title. The largest group of original Daytona Coupes ever assembled will be here, housed in an evocative recreation of the Sebring pits just behind the Jackie Stewart Pavilion. The Daytona Cobras will run demonstration laps each day, while the RAC TT Celebration on Sunday will also feature two of these sensational American racing cars in wheel-to-wheel battle.

**'THE LARGEST GROUP OF DAYTONA COBRAS EVER ASSEMBLED WILL BE HERE AT GOODWOOD'**

No fewer than seven Le Mans winners will race at this year's Revival, so I am excited to welcome back Tom Kristensen, Emanuele Pirro, Andy Wallace, Jackie Oliver, Jochen Mass, Mark Blundell and Richard Attwood.

This year the St Mary's Trophy features saloon cars from 1960-'66 and, as ever, you can expect doorhandle-to-doorhandle dicing between the likes of Jason Plato, Gordon Shedden, Andrew Jordan and Matt Neal.

The Revival is almost as much about wings as wheels, though, and we'll have no fewer than 30 Spitfires and Hurricanes here – not only in the air but also in the Freddie March Spirit of Aviation display – to commemorate the 75th anniversary of the Battle of Britain. Look out for the wonderful Bristol Blenheim, too (see p180)!

I know a great many *Classic & Sports Car* readers come to the Revival every year, some of you bringing your wonderful cars to our tax-exempt car park, so I much look forward to welcoming you all this September for another weekend of motor racing as it used to be. **THE EARL OF MARCH**

## Race card

### FRIDAY

**Freddie March Memorial Trophy** (90 mins – two drivers) For cars in the spirit of the Goodwood Nine-Hour races, 1952-1955

### SATURDAY

**Goodwood Trophy** (20 mins) Grand Prix & Voiturette cars of a type that raced between 1930 and 1950

**Fordwater Trophy** (20 mins) Production sports and GT cars of a type that raced between 1948 and 1954

**Barry Sheene Memorial Trophy, Part 1** (25 mins – two riders) First of two races for motorcycles of a type that raced between 1962 and 1966

**St Mary's Trophy, Part 1** (25 mins) First of two races for production-based saloon cars of a type that raced between 1960 and 1966

**Lavant Cup** (20 mins) For 1950s drum-braked Ferrari sports prototypes

**Brooklands Trophy** (20 mins) Sports cars in the spirit of the great Brooklands endurance races prior to 1939

**Whitsun Trophy** (25 mins) Unlimited sports prototypes of a type that raced up to 1966

### SUNDAY

**Earl of March Trophy** (20 mins) For 500cc Formula Three cars of a type that raced between 1948 and 1959

**Richmond and Gordon Trophies** (20 mins) For 2.5-litre Grand Prix cars of a type that raced between 1954 and 1960

**Barry Sheene Memorial Trophy Part 2** (25 mins – two riders) Motorcycles of a type that raced between 1962 and 1966

**St Mary's Trophy, Part 2** (25 mins) Second of two races for production-based saloon cars of a type that raced between 1960 and 1966

**Royal Automobile Club TT Celebration** (60 mins – two drivers) Closed-cockpit GT cars in the spirit of the RAC TT races, 1960-1964

**Glover Trophy** (20 mins) For 1.5-litre Grand Prix single-seaters of a type that raced between 1961 and 1965

**Sussex Trophy** (25 mins) World Championship sports cars and production sports-racing cars of a type that raced between 1955 and 1960







Main picture: David Franklin in the 250MM.  
Inset: 250LM prototypes are back for the TT



### GASSERS PROVIDE WAKE-UP CALL

A spectacular group of 30 historic 'gasser' drag racers will feature in the Revival's opening parade. The massed formation of these wild V8-powered sedans and coupes will open the meeting each day. Among these dazzling, thunderous machines will be Julian Balme's crazy 1957 Ford Ranch Wagon Kandee Twist, plus five Willys including the Boston Brawler, Bubba Gump and Nasty Habit.

## Ferrari feast for the Revival

The Goodwood Revival has attracted a full grid of 1950s drum-braked Maranello beauties for this year's Lavant Cup. More than 25 examples are promised, headed by the 412MI that Phil Hill drove in his epic Times Grand Prix tussle with Chuck Daigh's Scarab at Riverside in 1958.

Seven 500 TRCs taking to the track include Emanuele Pirro in Ernst Schuster's Scaglietti-bodied beauty '0660' and James Cottingham in the Ecurie Nationale Belge '0682'. GTs will also feature strongly, headed by a quartet of delectable 250GT Tour de Frances.

The 250LM prototypes make a welcome return to the RAC Tourist Trophy with Clive

Joy's Maranello Concessionaires team car lining up with Carlos Monteverde's Ecurie Francorchamps racer to battle the army of Cobras. Other Ferraris in an impressive RAC TT field include Martin Halusa's 250GT 'Breadvan' and Carlo Vögele's fabulous 330GTO. Reviving the Cobra-Ferrari wars will be two genuine Daytona coupes with Luis Pérez Compagné and Rob Walton braving the fray.

Maranello masterpieces will also be a special feature of the Earls Court Motor Show. A fabulous display of iconic road cars – including a full set of GTOs with 250, 288 and 599 – will dominate the main concourse of the indoor feature.

### 500 PACK SWARMS

A grid of JAP- and Norton-powered 500s returns for the Earl of March Trophy. Surbiton's finest include George Shackleton's Norton-powered Mk2 and David Woodhouse's Mk9. Challenging the Coopers will be Sam Wilson in Charlie Banyard-Smith's Kieft CK52. Look out also for Rudolf Ernst's Whitfill-Triumph Special, Håken Sandberg's JBS-Norton and Aussie Kerry Horan's Trenberth-Vincent.



### TWILIGHT RACERS

Pre-'55 sports cars will open the race action on Friday evening with the 90 mins Freddie March Memorial Trophy. The Jaguar C-types are headed by Andy Wallace, Robert Newall, and Derek Bell while Simon Hadfield should uphold Aston honours in Wolfgang Friedrich's DB3S, together with Rob Hall in Martin Melling's DB3. Four Austin-Healey 100s are expected, plus Argentinian Manuel Elicabe's Maserati A6GCS.



Goodwood favourite Danny Sullivan will race a Galaxie 500

## Stars out in force

The Revival continues to attract a host of star drivers. A spectacular Ford V8 battle is expected in the St Mary's Trophy with Danny Sullivan and Jochen Mass in Galaxie 500s while Tom Kristensen shares Henry Mann's Fairlane Thunderbolt. Determined to upstage the big guns will be Emanuele Pirro on his Mini Cooper debut, while Frank Stippler will be quick in Alex Furiati's Alfa Romeo GTA. Touring car aces include Steve Soper and Andy Priaulx.

Kristensen will be rapid in the RAC TT with the Lister-Jaguar Coupé, but the AC Cobras of Darren Turner and Arie Luyendyk should guarantee a close contest. Other stars include Jackie Oliver (E-type) and Sullivan (Aston DB4GT).

## REVIVAL TICKET GIVEAWAY!

To purchase tickets for the Revival, you can visit [ticketing.goodwood.com](http://ticketing.goodwood.com), but we've got 30 pairs of single-day passes – worth up to £130 a pair – to give away. There are 10 pairs for each of the three days of the Revival meeting, and winners will be drawn in date order – so the first 10 winners will receive Friday tickets, the next 10 Saturday tickets and the final 10 Sunday tickets.

The closing date is 22 August, and the competition is open to UK readers only. To enter, visit [www.classicandsportscar.com/win](http://www.classicandsportscar.com/win)



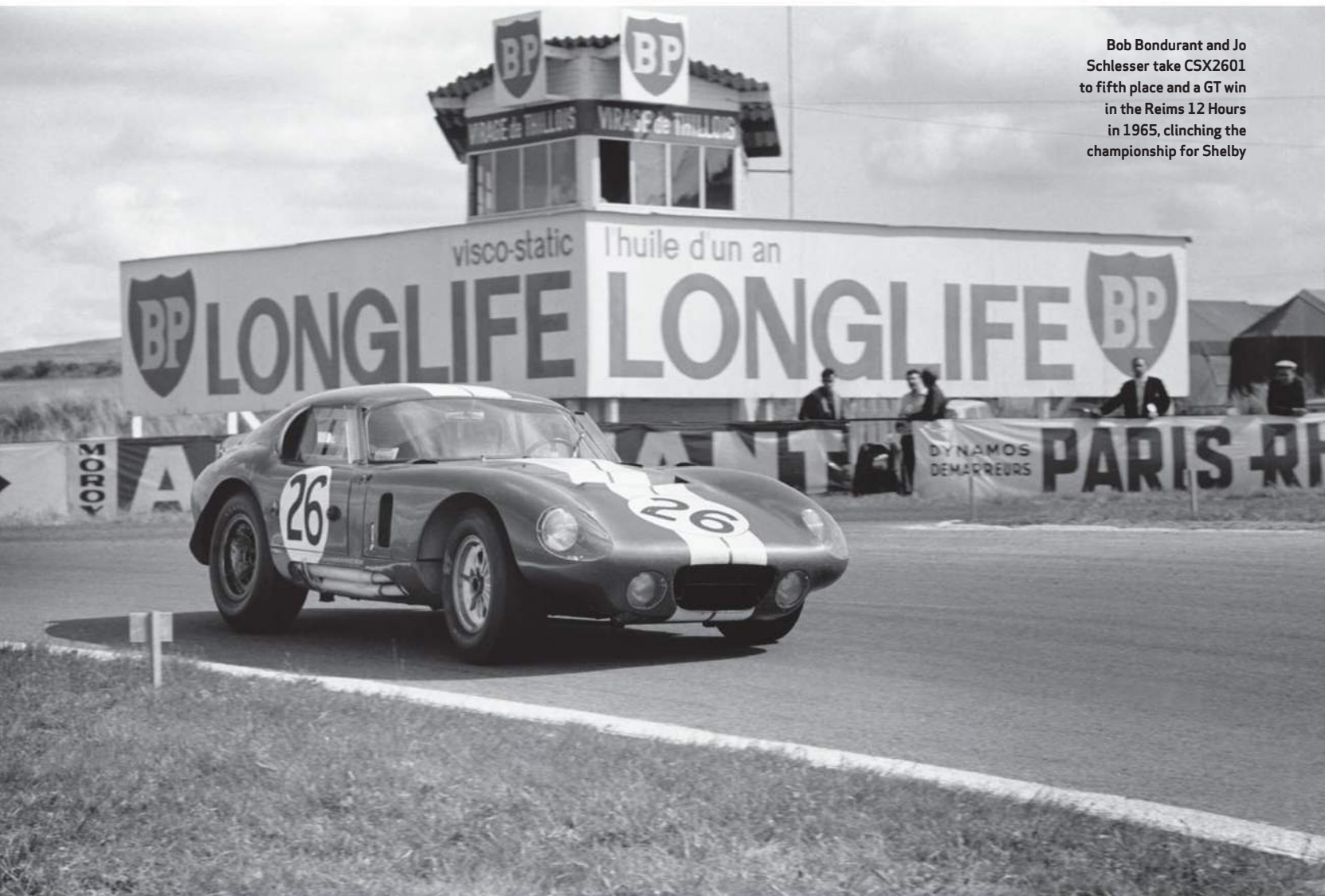
### 8C ALFAS TO MEET THEIR BRIT RIVAL

Jonathan Turner's Triumph Dolomite Straight Eight lines up against four Alfa 8Cs – the design Donald Healey copied – in the Brooklands Trophy. Alain de Cadenet, Martin Halusa, Neil Twyman and Max Werner (above) will drive the Alfa favourites. Other highlights include Tim Dutton in Hubert Fabri's highly original ex-King Leopold Bugatti Type 59, and Richard Wilson's Squire 'Skippy'.





Bob Bondurant and Jo Schlesser take CSX2601 to fifth place and a GT win in the Reims 12 Hours in 1965, clinching the championship for Shelby



# It came, it raced, it conquered

Fifty years ago, Carroll Shelby humbled arch-rival Ferrari with the Daytona Cobra. Ahead of a six-car reunion, **Mick Walsh** remembers the fearsome coupe

PHOTOGRAPHY LAT

**F**rom the Easter '64 meeting, when Jack Sears drove the Willment AC Cobra to second place behind Graham Hill's Ferrari GTO on its competition debut, the Anglo-American V8 has always been a star attraction at Goodwood. Just six months later, British fans got their first chance to see Carroll Shelby's spectacular new Cobra coupe when Dan Gurney and Phil Hill lined up for the TT at the former RAF Westhampnett.

The battle was for the International Championship for GT Manufacturers, with Shelby taking on Enzo Ferrari through a heated, season-long conflict. At Goodwood, after a bad day for Maranello, Gurney's coupe headed the roadsters of Sears and Bob Olthoff for a Cobra 1-2-3.

Shelby eventually lost the championship by 6.3 points in 1964, but vowed that he'd "have Ferrari's ass" in '65. He did just that, claiming series victory with an improved coupe – including a class sweep at the Nürburgring, where Bob Bondurant took a sensational lap record.

Even before the season opened, Ferrari had



tried to deflate the challenge by withdrawing factory support for the GT championship but there's no doubting the US team's achievement.

It's hard to imagine, but when Pete Brock – a 25-year-old designer at Shelby American – proposed ideas for a Cobra coupe, many team members were sceptical. Shelby called in Benny Howard, an aircraft aerodynamics expert, but he too shot down Brock's ideas. In spite of the negative views, however, the boss gave the go-ahead. From rough sketches, Brock – with Ken Miles, John Ohlsen and Bill Eaton – quickly created a full-sized body template over a crashed, stripped Cobra. Metal Shaping crafted the first coupe and, just four months after the project started, Miles began shakedown tests at Riverside. Higher top speed, better fuel economy, and cooler brakes help vindicate the small team's ideas, and Shelby was set to take on Ferrari in Europe.

The roadster was always a challenge to handle but the new coupe raised Shelby's game. "The Cobra was certainly no Ferrari," recalled the late Phil Hill. "It was a primitive car with a lot more power than a GTO, but when it came to handling there was no comparison. The coupe was a definite improvement, and I think we proved that convincingly at Spa. The superior aerodynamics made it much better on the long high-speed circuits of Europe, and the chassis

one saving grace of the roadster was that you were driving in fresh air. The coupe was obviously more effective but it was damn noisy, and at Reims it caused me to suffer serious hearing loss. The coupe was also quite claustrophobic, but it was an easier car to drive and handled better due to the stiffer chassis. Driving for the Cobra team was a marvellous experience. The people and the ambience made the whole thing so enjoyable, and I'll always remember those times with great fondness."

Peter Sutcliffe was another Brit signed up by Shelby but who was happy to do just one race: "The only Cobra I raced was a coupe at Le Mans in '65, and it was, without doubt, the worst car I ever drove. It was entered by Scuderia Filipinetti, and was a frightful experience. It had the characteristics of a huge brick, and was dreadful to drive at top speed. The big V8 pulled it along faster than the antiquated chassis was designed for. It was also extremely noisy and uncomfortable, so I was thrilled when it finally blew up."

US ace Bob Bondurant scored more points in Shelby's quest for the FIA World Championship in 1964 and 1965 than any other driver, and he rates his GT win with Jochen Neerpasch at the Nürburgring in '65 as one of his finest. "I had a lot of fun driving the roadsters," he explained. "It was really great to slide through a corner, but on

the high-speed courses of Europe they were road-blocks and handled like boxcars. For most of the European events, the coupe was vastly superior. Everywhere we went in 1965, we set a lap record because the car was so much easier to drive."

Neerpasch himself has mixed memories: "The roadster was a monster and difficult to drive. It had a lot of power but the handling was horrible. At the Nürburgring, it was in the air more than it was on the ground. Driving the coupe was like night and day compared to the roadster. The handling was much improved, and it was really fantastic in the fast corners and on the long straights."

To celebrate the 50th anniversary of the Championship win, this year's Revival will host the first ever reunion of all six Shelby team Daytona Coupes. Shelby, who always loved Goodwood, would have approved.

"There was a sort of Californian hot rod approach to getting the job done, and I was very thankful to have been part of all of that," recalls Gurney. "Carroll did what he said he was going to do with the Cobra, and I'm sure in the beginning no one believed him. It was an enormous accomplishment, and a high point in a lot of our lives. That effort had an Olympian spirit to it, because you were running cars that came from the US. There's something special about that."



modifications made the handling much more acceptable. If we hadn't had the fuel-pressure trouble at Spa, I'd have won in convincing fashion." Small consolation was fastest lap for Hill at 4 mins 4.5 secs – two seconds quicker than winner Mikes Parkes in a '64 250GTO.

Hill's buddy Dan Gurney agrees: "I enjoyed driving the Cobra. It was a very forgiving car that you could really slide around, but the biggest problem with the roadster was that it hit an aerodynamic barrier when you got to 150mph. That's when the coupe came on line. When the car was first built, I wasn't sure that it would be as good as the roadster, not realising what a good job the Shelby crew had done on the aerodynamics. The coupe was heavier, and it didn't jump off the corners as well, but it would far exceed the roadster on a long straight, and that's what we needed on the European circuits. The coupe was probably 30mph faster than the roadster, which really showed at Le Mans and Spa."

British ace Sir John Whitmore was not so enamoured by the car. "Driving any Cobra was a bit like driving a truck," he remembers. "The



Clockwise: Bondurant and Neerpasch took class win at Nürburgring in 1965; Goodwood debut in '64; Kamm tail of prototype; TT battle at 2004 Revival





McLaren leads Pedro Rodríguez out of the old Clubhouse corner on his way to victory in the '68 Belgian Grand Prix. It was his eponymous team's first championship F1 win. Below left: the young driver was a popular figure



# The Kiwi who conquered the world

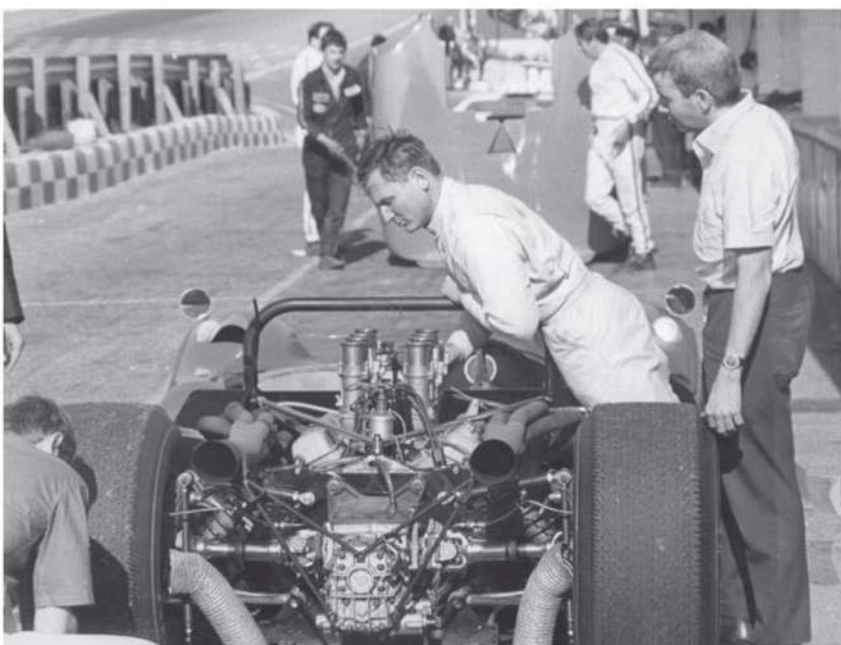
Honoured for the first time at this year's Revival, Bruce McLaren boasted supreme talent whatever the car. **James Page** recalls some of his career highlights

PHOTOGRAPHY LAT





Bruce's first Grand Prix win came for Cooper at Sebring in 1959. At only 22 years of age, he remained Formula One's youngest winner until Fernando Alonso finally broke his record in 2003



Above: relaxing on the water with his wife Pat. Left: Brands Hatch, 1964, and Bruce peers into the engine bay of the Cooper-Oldsmobile. Teddy Mayer is just behind him

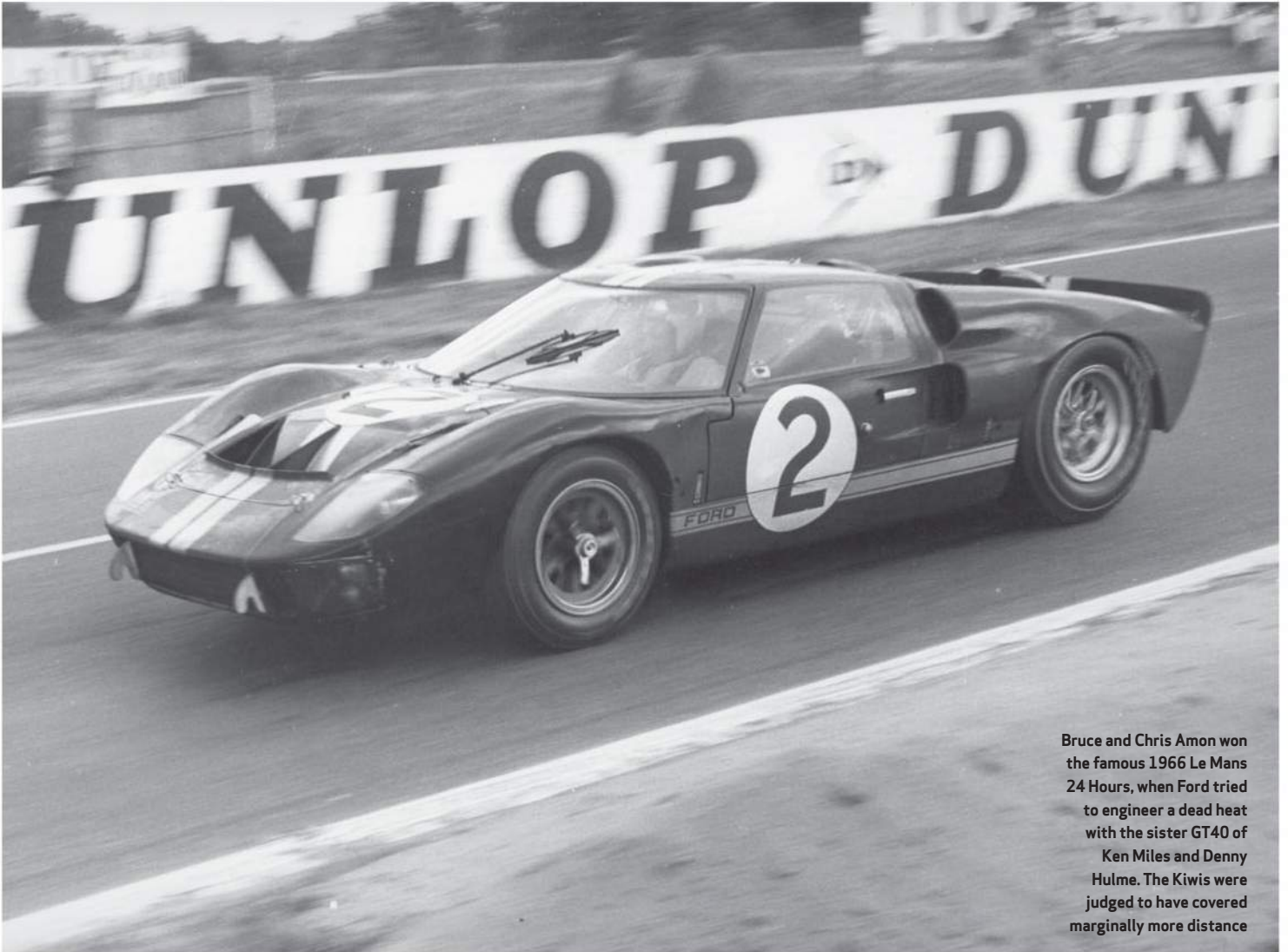




Clockwise: photographers try to get every angle on McLaren's first Grand Prix as a constructor – Monaco, 1966; with comic actor Norman Wisdom after winning the 1968 Race of Champions; on his way to victory at Monaco in 1964



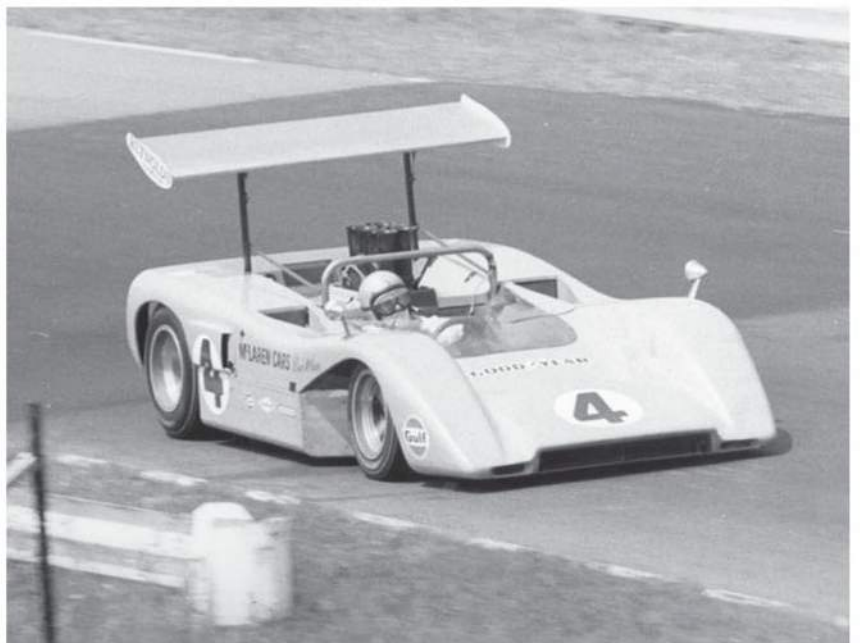




Bruce and Chris Amon won the famous 1966 Le Mans 24 Hours, when Ford tried to engineer a dead heat with the sister GT40 of Ken Miles and Denny Hulme. The Kiwis were judged to have covered marginally more distance



Above: Bruce with designer Robin Herd (to his right) and Teddy Mayer. Right: Can-Am in 1969 was the 'Bruce and Denny Show', with the M8Bs winning every round







# Bristol fashion

The only flying Blenheim will make its debut in the Freddie March Spirit of Aviation concours, says **Tony Harmsworth**, 75 years after the type wrote itself into history

PHOTOGRAPHY **THE PLANE PICTURE COMPANY/**  
**DAVE PIPER/JOHN SMITH**



G-BPIV/L6739 first flew again last year following its rebuild. Above: the Aircraft Restoration Company team, with Romain fourth from left



**D**uring the early hours of 23 July 1940, the crew of a Tangmere-based Blenheim night-fighter, with the aid of experimental radar apparatus, intercepted a Dornier 17Z five miles off Bognor Regis. After being guided towards the enemy bomber by his radar operator, Flying Officer Glynn Ashfield spotted the Dornier slightly above them, silhouetted against the moon at about 8000ft.

Ashfield manoeuvred into a position 400ft behind his target before opening fire. The Dornier began to burn, but the proximity of hunter and prey resulted in the cockpit Perspex of the Blenheim becoming coated with hot German oil. After breaking away, Ashfield lost control, the aircraft flipping onto its back. He righted it just 700ft above the waves. Ashfield and his crew had made the first-ever successful radar-assisted airborne interception, literally changing aerial combat overnight.

Ashfield's Blenheim was a short-nosed version, identical in outline to the example that will grace the Goodwood grass. The origins of the type go back to 1934, when Lord Rothermere funded development of an eight-seat, twin-engined airliner, the Bristol 135. This advanced all-metal machine, bearing the name *Britain First*, made its maiden flight in April 1935 from Filton airfield and boasted a top speed, fully loaded, of 285mph – faster than any single-engined fighter then in service with the RAF.

The Air Ministry became interested in a light-bomber development of *Britain First* and the prototype Blenheim, which featured a fuselage of unusually small cross-section, flew in June 1936. Powered by two 840hp Bristol Mercury engines, the first Blenheim arrived at RAF Wyton in March 1937. It boasted a retractable undercarriage, flaps, a powered gun turret and variable-pitch propellers.

Production of the Blenheim MkIV, which had a longer nose, began in late 1938. At the outbreak of war, the type was the most numerous bomber in the RAF, with 1089 on charge. At 11:01am on 3 September 1939, just one minute after Britain declared war on Germany, Flying Officer Andrew McPherson, a Blenheim pilot with 139 Squadron at Wyton, received orders to take off at noon on a reconnaissance mission over the German fleet at Wilhelmshaven. His Blenheim IV therefore became the first British aeroplane to fly an operational sortie during the war.

The following afternoon, 15 Blenheims flew the maiden RAF bombing raid of the conflict, attacking shipping at Wilhelmshaven. Tragically, five aircraft were lost. It soon became clear that the Blenheim was too slow and poorly armed, and no match for Messerschmitt Bf110 and Bf109 fighters. Some subsequent missions resulted in near-100% losses, and Winston Churchill was later to pay homage to the Blenheim crews, comparing their bravery to the cavalymen who had participated in the Charge of the Light Brigade during the Crimean War.



**Above: the nose from Blenheim Mk1 L6739 was rescued by Ralph Nelson after WW2 and used on an Austin Seven chassis to form an electric car! It was taken off the road in 1957 before eventually being donated to the rebuild. Left: the Freddie March concurs is a popular Revival attraction**

RAF Blenheims went on to fly in a multitude of combat roles in all theatres of war, and of the 32 airmen awarded the Victoria Cross during WW2, three were Blenheim pilots.

Its days as a combat aeroplane came to a close at the start of 1944 and, despite the type's honourable record of service, not a single example survived the early post-war scrapings. Fortunately, IVs – renamed the Bristol Bolingbroke – had also been built at Longueuil, Quebec for the Royal Canadian Air Force. Some of these ended up being bought by farmers, primarily to recycle the electrical components, the rubber from the tyres, and even the remaining fuel.

As interest began to grow in restoring WW2 aircraft in the early 1970s, several Bolingbrokes were recovered. John Romain, now well known as a display pilot and the proprietor of the Aircraft Restoration Company at Duxford airfield, Cambridgeshire, takes up the story.

"The first time I set eyes on a Bolingbroke was in 1974," he says. "We had unloaded two aircraft that had been delivered from Canada for the display pilot and vintage aircraft collector, Ormond Haydon-Baillie. Together with a vast spares holding, these were to form the core of

future Bolingbroke/Blenheim restorations.

"We started the reconstruction of the first aircraft under Ormond's guidance, but not a huge amount of work was done before he lost his life in 1977 flying a P-51 Mustang."

The aircraft were then sold to Graham Warner, a former RAF pilot who later set up the Chequered Flag dealership and racing team. Warner's love of aircraft was reignited by fellow racer Robs Lamplough, who at the time owned and operated several WW2 warbirds.

"It was a difficult rebuild," remembers Romain. "Back in the early 1980s, we did not have access to the skills and support companies that now aid the aircraft restoration business. We had to turn our hands to everything, including engine and propeller overhaul."

"The first Blenheim/Bolingbroke flew in May 1987. The joy was short-lived! Pilot error destroyed the aircraft at a flying display just seven weeks after its inaugural flight..."

"I studied for a commercial pilot's licence, but went back to engineering and the job of building another Blenheim/Bolingbroke for Graham. The second aircraft flew in 1993, and I was the main display pilot during its 10-year life."

"In 2003, it suffered a bad landing accident while being flown by one of our other pilots. Graham decided to sell it and we formed Blenheim Duxford Ltd to continue with a repair programme and fly it again. During this process we decided to incorporate a short nose, therefore making the Mk1 that we have today."

Commenting on flying such a priceless piece of history, he says: "The general handling of the aircraft is very good. It rolls easily and is a pleasant machine. It is a very rare and beautiful aeroplane – a real testament to the designers of the early 1930s. Simply fantastic."



# Goodwood's greatest Formula One races

The Sussex circuit hosted 23 contests for (mainly) F1 machinery in period. The one that brought Moss' career to a shocking end in '62 has overshadowed the others, but, as **Paul Fearnley** points out, Stirling prefers to speak of his many Goodwood glories. So here they are – well, some of them – plus those of Clark, Ireland, Salvadori, Hawthorn, a man in a 'Toothpaste Tube' and a nuggety garage owner from Derby... PHOTOGRAPHY LAT

## 1 1950 RICHMOND TROPHY

Banned for two years pre-war for his part in the Brooklands accident that badly injured Kay Petre, Reg Parnell had since cornered the market buying and selling racing cars and had become the man to beat as the sport struggled to re-establish itself in ration book Britain. His Maserati 4CLT/48 so far unbeaten at perimeter road-primitive Goodwood, its fourth win was its toughest. Parnell's foot slipped from the brake in practice and he cut his face and set alight some straw bales in the resultant crash. The car was repaired for a soggy Easter Monday and, after an exploratory fourth in the five-lap Formule Libre Chichester Cup, Parnell made a faltering start from the front row of the 11-lap main event. He fell behind the sister cars of 'Bira' and Emmanuel 'Toulo' de Graffenried, but then rain arrived in torrents and 'Bira' eased off in the gale. De Graffenried hung tough, but Parnell overtook him with three laps remaining, breaking Swiss spirit to win by 46 seconds. Courage and skill – plus a streaming visor rather than steaming goggles – saw the Englishman through... the first uncrowned 'King of Goodwood'.

**Anorak fact** Parnell was driving wearing sandals because of a burnt foot

Not so glorious Goodwood, as Parnell powers through sodden Woodcote, having passed a determined de Graffenried with just three laps remaining



## 2 1950 GOODWOOD TROPHY

On-form Parnell was the steady hand chosen to revive beleaguered BRM's fortunes a month after its debut fiasco at Silverstone. Following numerous delays, the V16's transmission had failed ignominiously as Raymond Sommer dropped the clutch at the start of the second heat. Little wonder that Parnell's brace of Goodwood wins in tricky conditions was so gratefully received. Parnell, though, was unhappy with the car's unsteady front end, and was unable to use top in the rain. As such, the outdated Maser of 'Bira' ran him uncomfortably close in the five-lap Woodcote Cup and the main event. Modified V16s would contest Libre races as late as '55, but no amount of (limited) success – nor its sensational engine note – could hide the fact that Parnell's meagre 17 laps were as relevant as any the car completed. They were when hope was revived. Briefly.

**Anorak fact** Parnell was victorious in two other Goodwood Formula One races, both in 1954 in a Ferrari 625, raising his final tally to seven





### 3 1952 RICHMOND TROPHY

Muscular Argentinian Froilán González ran away with this 12-lap encounter, launching the Ferrari-based 4.5-litre V12 Thinwall Special from pole into an ever-increasing lead. Of more interest to the 50,000 crowd was the young Englishman giving valiant if vain chase. Bow-tied Mike Hawthorn towered from his leaning F2 Cooper-Bristol, so new that it was unpainted. Having dominated the meeting's F2 and Libre races – the former his first in a single-seater; he beat the sister car of reigning world champion Fangio in the latter – next morning he would be an overnight sensation. Having benefited from a secretive shot of nitro-methane in his car's tank – his talent was obvious nonetheless – he probably celebrated with a pint or two and a game of darts at the Bricklayers Arms in Midhurst. Or the Spread Eagle. Or the Duke of Cumberland in Henley. Or maybe at all three. Goodwood was Hawthorn's favourite British circuit with good reason.

**Anorak fact** 'Bike world champ Geoff Duke made his four-wheel debut in an Aston DB3



### 4 1955 GLOVER TROPHY

Moss versus Hawthorn was pivotal in the 1950s. The former was a natural – yet driven and stubborn; his desperation to win in a British car held him back in GP terms. Things generally came easily to Mike. His victory for Ferrari in the 1953 French GP stole Stirling's thunder. By 1955, however, their roles had reversed: Moss had signed for Merc and Hawthorn, suffering a serious kidney ailment, had returned home to drive for Vanwall in GPs while overseeing the family garage after his father's fatal road crash. But Britain was blessed deeply with talent. Salvadori was a demon on its airfield circuits and needed only a sniff to turn the tables. Moss set pole in his personal, experimental Maserati 250F – disc brakes and injection – but was unhappy with its snappy delivery. Even though 'Salvo' spun Gilby Engineering's similar car on the second lap, he was leading by lap 12 (of 21). Moss stopped next time around (above), but at least he'd raced. Vanwall's no-show was indicative of Hawthorn's hard times to come. Things were no longer coming easily.

**Anorak fact** Salvadori also won in a Formula 2 Connaught and an Aston Martin DB3S, as well as finishing second twice in the 250F

### 5 1956 GLOVER TROPHY

Archie Scott Brown was the prototype Paralympian, living a full life and competing at the highest level despite profound congenital defects to both legs and his right arm. This was only his second race in an F1 car, a Connaught B-Type – he'd won the first – and he started it sandwiched between Moss, in a fuel-injected works Maserati 250F, and Hawthorn, having his debut outing with BRM. The latter's P25 was blessed with phenomenal acceleration and it led the first lap (of 32); its handling, however, was suspect. Hawthorn was holding a distant second when a UJ seized on lap 24. The BRM spun then rolled and ejected its dazed but mercifully unhurt driver. Yet Scott Brown (in front below) was still the big story. He led Moss until almost half-distance and displayed a lurid sideways style as his front brakes began to fade. Finally his Alta engine blew, perhaps as a result of his over-revving during practice.

**Anorak fact** Scott Brown was refused an International licence in 1956. He would never contest an overseas Grand Prix



### 6 1957 GLOVER TROPHY

It was hoped that Vanwall had finally got its act together. It had signed classy Tony Brooks (yet more British talent) to support Moss. Both had shown good speed but poor reliability at the Syracuse GP. Such a failure at home was not an option. A 1-2 on the grid – Moss ahead of Brooks – bode well, but bad vibes from their Norton-derived four-pots struck, with broken throttle linkages on both. Moss' cost him the lead on lap 14 (of 32); Brooks' cost him five laps – plus two stops – and he finished sixth after breaking the lap record. That was good compared to BRM: Salvadori suffered brake failure and spun on the first lap; teammate Ron Flockhart spun three times and struggled to beat Jack Brabham's F2 Cooper for third. Gifted but overambitious and underfunded Connaught took a 1-2, with slight but mighty Stuart Lewis-Evans – yet more British talent – winning. By mid-season, aided by manager Bernie Ecclestone, he joined a Vanwall team that had indeed finally got its act together.

**Anorak fact** Stuart's father, Lewis 'Pop' Lewis-Evans, had been a mechanic to pre-war privateer racer Earl Howe



Stuart Lewis-Evans won on what was only his second outing in Formula One in the unorthodox-looking but quick 'Toothpaste Tube' Connaught B-Type

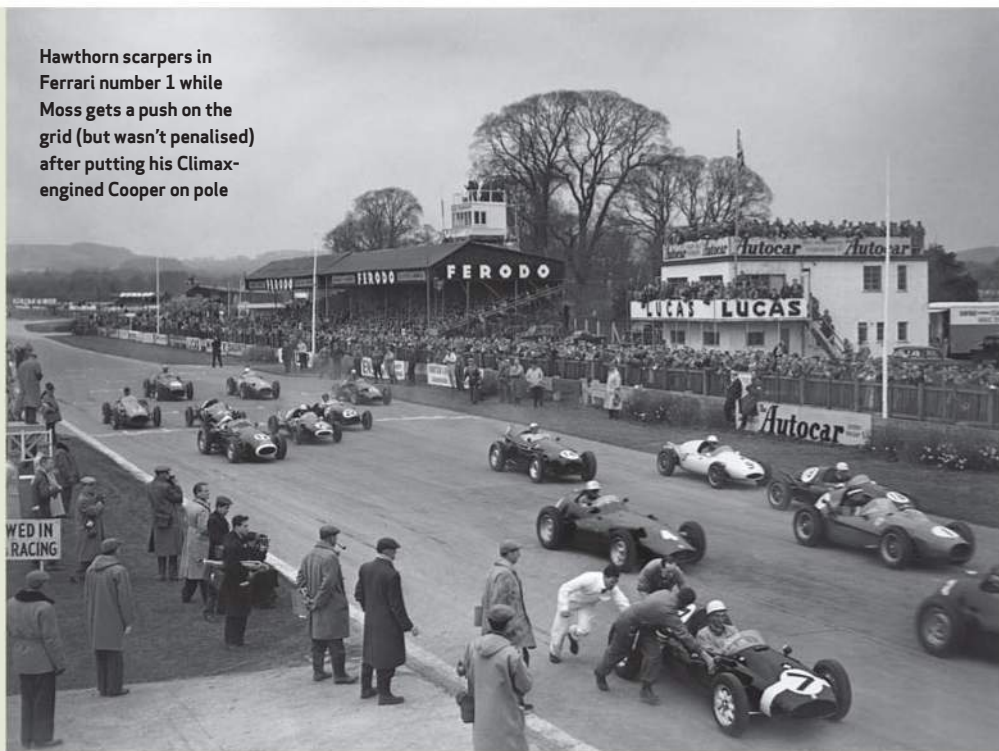


## 7 1958 GLOVER TROPHY

Goodwood had come a long way in 10 years – covered grandstands and paddock stalls – and Scuderia Ferrari graced its 100-mile (42 laps) European season-opener with a works 246 Dino for Hawthorn. Sadly Vanwall, struggling to adapt to the hotter-running Avgas demanded by new F1 regs, was absent. Moss was on pole, in a '57-type Cooper fitted with the 2-litre Climax 'fire pump' that he'd used to upstage Ferrari in Argentina in January. It stalled, and Moss was given a push-start. Jean Behra led until his BRM's brakes failed – no change there – and he gave the brick-built Chicane a whack on lap four, the Frenchman escaping with bruising. Moss, meanwhile, charged through the field and was second by lap 10. But Mike, unsure if Stirling would be penalised for receiving outside assistance, was able to control the gap until his perennial rival threw a conrod just beyond half-distance. A pleased Hawthorn had exhibited the measured authority that would stand him in good stead during his Championship year.

**Anorak fact** Hawthorn flew to the meet in his Vega Gull, one of 84 private aircraft present

Hawthorn scarpers in Ferrari number 1 while Moss gets a push on the grid (but wasn't penalised) after putting his Climax-engined Cooper on pole



## 8 1960 GLOVER TROPHY

Colin Chapman's first rear-engined single-seater was surprisingly late in arriving but, unsurprisingly, instantly competitive. Innes Ireland, an ex-para who'd seen action in Suez, had given the Coopers a scare in Argentina until the "biscuit tin on wheels" Lotus 18 let him down. Two months later at Goodwood, he dished out what Moss deemed "a pasting". Chris Bristow grabbed pole and led away, but Moss went ahead on lap one. He was, however, unusually animated in his tail-wagging Cooper, whereas Ireland remained calm as he took the lead and held on to the line. Another overnight star was born. But Ireland quickly pooh-poohed any hoo-hah. The Lotus possessed superior suspension, traction and acceleration; its driver knew better than anyone that Moss was still the man. Six weeks later, in a privateer 18, Moss gave Ireland a "guided tour with tow" to ensure that he qualified for the Monaco GP, and gave Lotus its first World Championship win.

**Anorak fact** An 18 driven by Ireland also beat Moss' Porsche in that day's F2 Lavant Cup



## 9 1963 GLOVER TROPHY

With Moss weeks away from announcing his retirement and Jim Clark winning the concurrent Pau GP for Team Lotus, reigning world champion Graham Hill was expected to win this 'International' – its only 'overseas' entrant non-started – for BRM. He qualified on pole and led in convincing fashion. But it was Ireland who took the spoils. Having been dumped by Team Lotus days after providing its first World Championship victory, the '61 US GP, Innes signed with British Racing Partnership. There he expected to partner Moss – when he wasn't racing a blue Ferrari 'Sharknose' in F1 – and receive equal equipment to Clark. Moss promptly crashed calamitously and Chapman introduced the game-changing 'bathtub' Lotus 25. Advised that it couldn't have this '1963' Lotus – even though it was launched in May '62 – BRP began building its 'homage'. Yet it still wasn't ready, and so Ireland drove the team's BRM-powered 24 on a grisly Easter Monday. Benefiting from the problems of others, including Hill's blocked injection, he scored the calculating win that Chapman reckoned him incapable of.

**Anorak fact** Moss decided to quit after testing a Lotus 19 sports-racer at Goodwood on 1 May



## 10 1964 NEWS OF WORLD TROPHY

Chapman was canny with his signings: Clark replaced Moss as the category's benchmark after a dominant '63 in the svelte 25. But even he needed luck this time. First, Brabham's BT7 beat him to pole, and then Hill's new stressed-skin BRM P261 led him, and looked to have his measure, in the race. This sport waits for no one, and it appeared that Chapman had been caught out by Dunlop's introduction of 13in 'doughnuts'. Brabham passed Clark, too – the Lotus suffered a clutch problem – and was closing on Hill when a split rear rim sent his BT7 into a bank. Then, with two laps left, Hill's V8 fell silent due to a broken rotor arm. Twelve months later Lotus got the F1 jump – with the 32-valve version of the FWMV – and Clark beat Hill fair and square, but he had to cede pole and share fastest lap with BRM super-rookie Jackie Stewart. Not until '99 – 33 years after the introduction of 3-litre F1 and Goodwood's closure – would their lap record be broken.

**Anorak fact** The Climax designation FWMV stood for Feather Weight Marine V8







**GOODWOOD, CHICHESTER. SEPTEMBER 11–13, 2015.**

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A big reason why Cholmondeley is such a great event is His Lordship's fast and demanding course around the estate



## HWM-Chevrolet

**Run by** Simon Taylor  
**Owned since** August 2000  
**Total mileage** unknown  
**Miles since June report** 462  
**Latest costs** nil

## ALL CHUMMY AT A STATELY HOME

When the first Pageant of Power was held eight years ago on the Marquis of Cholmondeley's fine estate, overlooked by his castellated residence, some called it The Goodwood of the North. That's absolutely not what it is. Cholmondeley, much smaller and with a knowledgeable grass-roots crowd, has an atmosphere all its own.

And it contains enough ingredients to make a great weekend. This year's fine entry had 100 cars and 50 motorcycles from 1913 to 2015, including a brace of recent F1 cars, two- and four-wheeled dragsters, the awe-inspiring 42-litre Packard-Bentley, Maserati 8CM and ERA

R4D. Formula 5000s, Superloons and Group B rally cars were mixed in with modern exotica. With its factory just up the road, Bentley took the event seriously, with the oldest extant WO 3 Litre and the (not the) Blue Train Speed Six on display plus, on track, every version of V8 and W12 Continental.

In the glorious air displays were the last and soon-to-be-grounded Avro Vulcan delta bomber and the shattering Eurofighter Typhoon. There was a 'bike with an 8-litre Dodge Viper V10 between its brave rider's legs and, among the jet-ski boats on the lake, one could apparently do 0-60mph in under 2 secs.

The Stovebolt Special can't quite match that. But, having been released from its tin box after crossing the Atlantic from Amelia Island, it was in fine fettle for the Thursday afternoon run up to Cheshire.

The Marquis of Cholmondeley is a reclusive figure, but the friendly face of the PoP is supplied by his chums James and Lucy Hall, who do a brilliant job of running things with a very small team. Everything happens like clockwork, yet nothing is allowed to compromise the relaxed, intimate feel of the event.

Competitors get eight runs over the three days, and I spent the first two reacquainting myself with the 1.2-mile course, which the Stovebolt and I last sampled six years ago.



Cycle-winged paddock corner: Frazer Nash, Alta and HWM

**'Over the humped bridge, if you don't get all four wheels off the ground, then you're not trying hard enough'**

It's very narrow, in places very fast, and everywhere very demanding. Right after the downhill start, as you accelerate hard in second, there's a flat right over a bumpy bridge that is really treacherous. Then comes Chestnut Avenue, a long straight where the fastest cars, such as Robbie Kerr's Radical RXC V8, get up to more than 130mph. This ends suddenly with a particularly tight, slippery second-gear double left with a nicely placed tree to understeer into, so you have to judge your braking distance just right. The next long straight is punctuated by a fast flick-flick

straw-bale chicane leading into a downhill left-hander between more trees, where I was always too early on the brakes. Swing right over a crest, and then another tight left before the final blast for the finish – over a hump-backed bridge. Here, if you don't get all four wheels off the ground, you're not trying hard enough.

My pre-'66 class was a motley mix of Chapman-Mercury, Mk1 Lola, Ferrari 225, race XK120, Aston DB2/4 and stripped Iso Rivolta. Beside me in the paddock were two more cycle-winged cars, Jolyon Harrison's pre-Le Mans Rep Frazer Nash and Amy Tomlin in the family Alta-Jaguar, a former Grand Prix single-seater that was given its straight-six in the '50s. Further down the line were Richard Falconer's glorious Chaparral 2A, a thunderous Lola T70 Mk3B coupé and a real '69 Corvette L88.

Saturday's shower on the rubber already laid down made the track desperately slippery, and the Stovebolt needed fistfuls of opposite lock, even on the straight, to keep out of the trees. There was a little more rain on Sunday: the straw bales took some punishment, and Tony Worswick's F1 Jordan disappeared and didn't reappear. But the

Stovebolt was still in one piece for the traffic-laden 160-mile Sunday night drive home after a totally satisfying and enjoyable weekend.

I reported the other month my dialogue with a Florida motorcycle cop, so maybe I should update you with my latest conversation with the law.

As I pulled into a motorway services for more fuel – with only 20 gallons in the Stovebolt's tail, pitstops are a frequent necessity – I was somewhat concerned to see in my mirror a police car following me in. I'd been doing my best to behave, but when it pulled up alongside me at the pumps I feared the worst.

The driver's window purred down, and a uniformed figure leaned out: "Good afternoon, Sir. Just wanted to take a look at your car. It's very nice, isn't it?" Window purrs up, cop car drives off, Taylor heaves sigh of relief. No reason why policemen shouldn't be car enthusiasts just like the rest of us, but it's nice to find out that at least some of them really are.

### THANKS TO

• Lucy and James Hall





## Bentley S2

**Run by** Martin Buckley  
**Owned since** March 2015  
**Total mileage** 63,046  
**Miles since May report** 2265  
**Latest costs** Enough!

## GETTING HITCHED WITHOUT A HITCH

Since buying the Bentley in January, I've put more than 2000 miles on the car and I love it. This has mostly been on local trips, but I did one run to the C&SC offices at the beginning of April to show off, an expensive £100 exercise at 13.4mpg.

To be honest, I look for any excuse to drive it. When I realised that 007 creator Ian Fleming had lived 20 minutes away from my car shed, I went to Sevenhampton to see his modest grave. I was further inspired when my father-in-law John Stewart casually mentioned that one of his first jobs as a teenager was putting up TV masts. He had met Fleming and his wife Anne when he fitted one at their house, but they never settled their bill.

I also took the Bentley to Prescott for the Maserati Club concours. Then, in a pathetic attempt at aping the upper classes, drove six-up to the polo in Cirencester – four adults, two kids and our dog – with three across the front bench seat.

The S2 returned from several weeks' hospitalisation at Hillier Hill in Olney in April. Ray Hillier, a fascinating character who has worked on these cars all over the world, has been 'holding my hand' during my buying quest. I think he was slightly horrified by the car that I presented him with after all the sage advice that he'd given me.

What began as a 24,000-mile service turned into an epic. The car has had new steering-box seals and engine mounts, yet more detailed attention to the brakes (which had loose wheel cylinders and were incorrectly adjusted) plus lots of work tidying up the electrics. That's only skimming the surface of what Hillier Hill had to do before it would let it out of its workshops.

It emerged a different car, with a much smoother gearbox and better brakes, although Ray is keen that I should have the rusty sills repaired sooner rather than later.



With Rapide and Mistral before Buckley blotted his copybook and got the S2 sideways on the gravel!



His lordship stops for fuel on Burghley run with mint '68 Chrysler Imperial of Justin Lazic

One thing I pleaded with Ray to sort in February was the heater. He was understandably reluctant because the whole system needs a full overhaul and lives inside the offside front wing. In the end, without getting too deeply involved, he managed to get a good trickle of heat flowing, although I felt silly the other day when I asked him if there was a way that he could turn it off because it's now too hot.

Reader Alan Gilham came up with some interesting background info on my S2, which he recalled seeing in Wales as a lad. It was sold new to Marcroft Wagons, which made railway rolling stock: 'The car was almost certainly purchased

from Howells Garages, and would have been sold by a chap called Basil Wright, who later became a director. My friend Brian Bolton-Jones remembers the car, as I do, and tells me that in those days there were just five Rolls-Royces in Cardiff and only a few more Bentleys.'

The RREC kindly invited me to its 60th anniversary celebrations for the Silver Cloud and S-type at Burghley (*Your events*). On arrival, I sheepishly lined up my car with the other examples, certain that I would have the scruffiest one. Not at all: there were half a dozen at least as ropery as mine and nobody gave a monkey's so I felt quite at home. The event had a relaxed feel



Scrubbed up for the wedding: Martin, too



Making serene progress to the RREC show



Pleased as punch with lovely Cloud model

and was one of the best club meetings that I have ever been to, with an endless variety of models and body styles to keep interest levels high.

I will quietly mention that WBO 456 was also used for my nuptials in April but just as a 'prop' rather than a wedding car. I probably upset the owners of Bibury Court (where we got hitched) when, on leaving the following morning, I couldn't resist the temptation of getting the S2 nicely sideways on the gravel.

### THANKS TO

- Hillier Hill: 01234 713871
- Bernard Walker at the Rolls-Royce Enthusiasts' Club: [www.rrec.org.uk](http://www.rrec.org.uk)





Whizzkid rubs shoulders with Elliott's Interceptor at 2014 Thatcham Classic



## Suzuki Cervo CX-G

Run by Alastair Clements  
Owned since May 2005  
Total mileage 49,565  
Miles since March 2014 report 1030  
Latest costs £140.88

## TESTING TIMES AND A NEW BOSS

My life with the Whizzkid (and with my wife, who gave it to me on our wedding day) has just ticked over a decade, making it easily my longest automotive relationship to date. And readers who have followed the Suzuki's progress over the past 10 years will know that one of its most regular problems has been with tyres. For some reason, the car is terribly prone to punctures as well as loss of pressure.

With that in mind, I've decided to try out a tyre pressure monitoring system (or TPMS) a gadget that became law on all new cars in the UK last November. It's a relatively unobtrusive installation and 100% reversible, so I don't feel too bad about fitting it to a classic. The only quibble is that with a car as small as the Suzuki – with its consequently tiny wheels – the valve-cap sensors do rather stand out.

The TPMS I've chosen is a Model TB99 from TyrePal, which has a monitor small enough to fit into a Suzuki ashtray, and so far so good. As the pressures fall (very slowly, and largely restricted to the offside rear wheel) I can see and pump them up again. This means, hopefully, that I stay safe and avoid damaging my prized alloy wheels.



Suzuki is dwarfed by the MoT station lift

Talking of wheels, another theme that has appeared within these pages before and has reared its head again recently is steering wheels. When I was 21, I acquired an MGB GT with a somewhat patinated (but otherwise perfectly ordinary) Mountney three-spoke item. For some reason, no other helm has proved to be quite so satisfactory over the years, and it has since graced a Whizzkid, a Midget, a Triumph Dolomite, a Mini and, most recently, another BGT. It's even been in this car before, but the aftermarket boss that I used placed it uncomfortably close to my chest.

Now, at last, I have the perfect solution. I've ditched the nasty plastic wheel with 'factory' sports boss that I bought on eBay, and bolted the latter to my Mountney. *Voilà!* I now have my Mountney wheel, complete with the correct horn-push. It's the most satisfying development for me since the Suzuki returned to the road.

Rather less pleasing is the fact that I still don't have anywhere safe and dry to store the car. My Covercraft cover has served me very well, but a couple of recent tears in its aged fabric mean that there has been some moisture getting in. The result is some paint flaking beneath the fuel filler, so it's time I carried out my original plan to stonechip the sills and cover it up.

Whizzkid guru Tim Smith admonished me for this neglect when I took the car for its annual check-up, pointing out in particular that the front floorpans (which I

didn't get around to rustproofing properly during last year's rebuild) are beginning to rot. That job needs to be high on my priority list.

Otherwise the MoT offered a largely clean bill of health. The front calipers seem to be sticking a touch (on the rollers it showed a small imbalance after last year's perfect 50/50 split), while the offside track-rod-end boot is looking a little tired, and will need to be changed before next year.

Tim likes to laugh at my occasional bouts of bodgery, and the test gave him the perfect opportunity as he pointed out a problem with the Suzuki's indicator repeaters. In my hurry to get the car back on the

road after its 18 months in dry dock, it appears that I routed the wiring for these through the wrong hole. As a result, the cables have been rubbing against the front wheels for the past thousand miles or so, and have worn through.

Luckily it isn't an MoT fail, and I knew I had another set in the shed from my old spares car. Except that they didn't work either, because the bulb housings were corroded. On Tim's recommendation, I bought a couple of pre-wired rubber 501 bulb holders and carefully cut out the old, knackered items without damaging the main rubber backing. With a bit of cajoling, the new units fitted snugly into the hole left behind and could be glued in place.

When I saw the poor state that the old cables were in, I decided to give them all new wiring with fresh bullet connectors. But what should have been a simple job feeding the wires through the correct holes soon revealed why I had taken the shortcut in the first place – getting everything to the correct spot in the loom meant removing much of the Suzuki's front end.

Away from the garage, the car had a quiet winter with only sporadic commutes after the late-season jaunt to Martin Port's Thatcham Classic. My eBay forays, meanwhile, haven't been restricted to parts hunting: after several years trawling the web, I finally tracked down a super-rare Yonezawa Diapet Suzuki Fronté Coupé to add to my burgeoning collection of Whizzkid models. Even at £60, it was a great addition to the display cabinet.



Repeating repairs: one down, and one to go



New bulb holder carefully glued in place



Tyre sensors look a bit big on tiny wheels



Rare Fronté Coupé model was an eBay find



Clements' favourite Mountney three-spoke wheel takes pride of place with factory sports boss



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All aboard 'The Bunting Express'! Below: wrapped up against March winds at Goodwood; with IIAs of Jono and Port at Red Lion



## Land-Rover IIA

**Run by** Tim Bulley  
**Owned since** March 2012  
**Total mileage** 39,650  
**Miles since May report** 348  
**Latest costs** nil

## BACK TO NATURE WITH FAMILY PET

This is no doubt tempting fate, but I've had a trouble-free spring and early summer with SVR. Our first big trip since my previous report was to the Goodwood Members' Meeting with my brother-in-law Nick Golding, followed by my friends Andrew Cameron and David Ball in a Lotus Esprit. Both the Landie and the Esprit behaved themselves and took up their places on the Lavant banking. We braved a chilly March wind, tucked into a fine picnic served from the dining table that is SVR's tailgate, drank hot tea to keep warm and enjoyed the excellent historic racing.

The following weekend, I met up with Martin Port and my mate Jono, who has restored a Series IIA that had an eventful life in Ethiopia before ending up in a barn that he acquired in Surrey. After a pub lunch, we headed off down some green lanes in our trio of IIAs.

Next it was off to the biennial Dunsfold open weekend to see the world's largest cache of Landies. The collection achieved charitable status this year and the trustees are hoping to raise enough money to secure a permanent home where the public can see the vehicles all year round. It's a worthy cause, and



Jono and I thoroughly enjoyed taking our IIAs to spend the morning looking around the weird prototypes and SAS Pink Panthers. The highlight was a row of 13 pre-production Series Is (*Your events*).

The weather started to improve at the end of June, so it was time to take the windows out, roll up the tilt and venture into the country in search of the perfect place for the family to enjoy an ice cream or two. At the bottom of Newlands Corner on the A25, we turned right down a track and found a beautiful field where we spent a great deal of time picking cow parsley and watching the swallows buzzing the tops of the wheat, catching flies.

For me, this is what owning a Land-Rover is all about – getting close to nature, enjoying time with the family, searching out that perfect and seemingly inaccessible place, and using the rear load space as you would a campervan.

Series Land-Rover people have been doing this since 1948. You can keep your muddy checkerplate, TDis and beefed-up coil springs: give me the sound of a 2¼-litre petrol engine, the squeak of my parabolics and a remote field on a hot summer's day. Thank you, SVR.



## VW Beetle

**Run by** Martin Port  
**Owned since** March 2011  
**Total mileage** 85,174  
**Miles since April report** 1664  
**Latest costs** £11.25

## NEW WINGS TAKE SHINE OFF NOSE

Since the Beetle's emergence from the C&SC workshop where – like a butterfly escaping the cocoon – its primary role was to show off the car's shiny new wings, the VW has been treated to some rather more considerate use than previously.

I know that I viewed it as modern transport compared to the Landie and so I went through a phase of using it as a daily driver, regardless of the conditions. Yet while the wings are still looking lovely, they highlight the damage done by using it as a motorway hack – the pebble-dashing of the front end for which I am in trouble with Mrs P.

Fair enough, too, because when we bought it, the Beetle had been fitted with a Perspex 'bug guard' that sat above the front bumper and effectively shielded it from errant stones. Unfortunately, it looked a bit naff and so I did away with it but, as a result, the bonnet is now going to have to be stripped to bare metal and resprayed.

That raises all sorts of questions about repainting the rest of the car. Apart from applying some rust-treatment to the door bottoms, I've



**Main:** despite cosmetic niggles, the Beetle is still proving to be a fun and dependable classic. **Inset:** replacement cork gasket for the oil-filler cap



Yet another replacement aerial is fitted



Bonnet has suffered on commuting duties

not made much progress on that front – mainly because my search for a pair of corrosion-free doors has so far been fruitless!

More importantly, the Beetle has proven reliable (touch wood): it starts on the button whenever needed and, apart from having to replace a disintegrated oil-filler cap seal and yet another snapped aerial (does anyone sell a stronger alternative?), has shouted for nothing. It happily handles school runs, trips to work for myself and Mrs P, plus the occasional leisurely outing.

As both reports on this page show, sometimes it's nice to just sit back and feel good about running an old motor without reaching for the spanners, though I'm sure that will be redressed next time!



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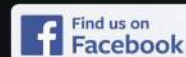


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At rest on a favourite Gloucestershire back road.

Below: in the Cropley motor house with Harley Sportster, one of his four 'bikes' – note lamp fairings



## Lotus Elise

**Run by** Steve Cropley  
**Owned since** May 2015  
**Total mileage** 75,600  
**Miles since acquisition** 200  
**Latest costs** £1155

## NEW TOY FOR A HETHEL FANATIC

When I spotted this £10,000 X-plate Lotus Elise S1 on Paul Matty's Bromsgrove forecourt, I knew that I had to own it, for at least half a dozen important reasons.

First, I prefer the look of the original Elise above all other models. Second, I also like the light and compact Rover K-series engines. In my job as a reporter on C&SC's sister organ, *Autocar*, I was involved in writing the launch stories for both, then road-testing them in various guises. Third, I have an extensive history of buying Matty's used cars (Westfield, Caterham, two Lotus Elans, Excel, MkVI and an earlier Elise) and have learnt to trust the honesty of his cars and the easy expertise of the back-up offered by his long-serving team.

Having always regretted selling my previous S1 (owned a decade ago) this appeared to be a great

opportunity to right a wrong, especially since this example was in my favourite bronzey-grey colour, favoured to have been well treated over its 15 years, had a sweeter K-series than the one I sold, and had some sensible development bits that didn't spoil the car. It has a factory sports exhaust, modern Yokohama Neova Advan tyres and a set of those nice-looking headlight fairings. It also came with a healthy collection of paperwork and old MoTs, and with a reassuring lack of concern from Matty's men about the 75,000 miles on the odometer. Mechanically, it sounded sweeter and quieter than I remembered.

As is well known, Paul Matty Sports Cars sponsors and organises a hillclimb championship for Lotuses of various persuasions and, since I'd competed in previous cars in previous years – returning results



It's unlikely to be seen with 'toupee' top on

of zero distinction but having a lot of fun – we agreed that we should prepare this car to be capable of competing again. That meant it needed a new cambelt, a four-point harness (leaving in the diagonal inertia-reel set-up for convenience) and an alignment check because Matty reckons inappropriate wheel angles are often to blame for the S1's celebrated quick breakaway on the limit. Last thing: they fabricated and fitted a hillclimb timing

strut to screw into the bracket for the towing eye. Perfect.

Anyone who knows the Elise will be aware that those of the fuller figure (which definitely includes me) find it difficult to get in and out when the fabric hood is in place. Luckily, I happen to believe the black 'toupee' so spoils the Elise's otherwise pure lines that, even if I were built like a jockey, I'd still leave it off and occasionally get wet. Without the top, you just open the door and step in. For me, the driving position is just-about ideal: the Elise is a great advert for the fact that you don't need lots of upholstery to make a comfortable seat.



Sticky Yoko Advans on later standard rims



Cabin in fine fettle given the car's mileage

I haven't done a lot of driving yet, just some brisk touring around the local district as I get to know the car. On Bilstein dampers, it has an amazingly supple ride for a car with sporty spring rates. It is also stable, composed and tight. The only dated aspects are unassisted steering so light that you think at first that it lacks straight-ahead feel – it doesn't; you just have to tune into its on-centre precision – and brakes that don't have the initial bite that a servo would bring. The gearshift is stiff because of the new bushes, but it'll ease. And I'm hearing a bit of a diff whine, no threat to reliability although it could get to me in the long run. Might be an opportunity to take it 'home' to Hethel, where they also service owners' cars.

The Elise is teaching me another lesson. Besides the Lotuses, I have a history of buying silly cars – everything from a 1917 Ford Model T Speedster to a supercharged Ariel Atom – that are simple in concept but deeply impractical. The lesson I'm re-learning from this Lotus, is that if your car has a tinge of civilisation about it, you'll enjoy it more because your other half can enjoy it with you. Happy days ahead.



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## Lincoln-Zephyr Continental

**Run by** Julian Balme  
**Owned since** September '06  
**Total mileage** unknown  
**Miles since January 2014 report** 600 approx  
**Latest costs** £460

## HEIFER GALLOPS DOWN THE SAND

The trouble with running a 'Limping Heifer', as the Lincoln-Zephyr is often referred to, is that few people drive the cars any distance. The owners I've met in the States are all enthusiastic, charming and elderly. Most are still working on 30-year-plus projects or trailering their pride and joy from one show-field to another. Adrian and Colin

Spong are the absolute UK gurus, but even they admit to not using their cars as much as they should.

The Achilles' Heel is the flathead V12, which is renowned for running hot, making modern traffic a chore.

And, despite all of the mechanical work carried out last year, I was disappointed – when attempting an autumn trip to the south coast – that I got only 10 miles before the car began to cough. It would restart after 20 minutes before stuttering again. So I locked it away and forgot about it, but, with the Vintage Hot Rod Association's Pendine Sands speed event looming, I consulted the Sherlock of American motor engineers, Colin Mullan.

The first thing he sorted was the poor idle. The carb had been rebuilt using fibre washers instead of rubber O-rings, so, as components started to expand and contract, air leaked into the crossover tubes in the depths of the venturi and the car would run badly. Hot restarting was still a problem, though. Colin sussed that, if the coils – directly behind the rad, and thus bathed in



Muck in carb prompted roadside overhaul

hot air – got warmer than 150°C, they would draw only 1.5V when the engine was cranked. By fitting a second relay, a further 6V kicks in, since when it has always fired.

The big test, though, was the trip to south Wales, which comprised a leisurely group amble up the A40.

The Lincoln ran faultlessly, although, like an oversexed tomcat, it marked its territory with a neat trail of Castrol at each stop. Thank goodness for gravel car parks. We were barely 20 miles down the road the following morning before the Continental started to complain. The journey had dragged muck from the tank into the carb. We had to clean the offending item at the roadside, but failed to secure the accelerator spray nozzles, so it was then being over-fuelled. After a second rebuild, the big Lincoln was mechanically ready for its competition debut. But sadly not safety-wise.

Like a kid with an Airfix kit, I hadn't read the instructions and promptly failed scrutineering due to a lack of belts and extinguisher. The latter was easily rectified, by borrowing the one from our caravan, but the former was trickier.



New shoes and cylinders so it stops better



Second relay gives hot coils a 6V boost

Mates lent me a lapbelt, the securing of which tested my ingenuity but – hell! – we're hot-rodders and, on Saturday, we eagerly lined up to take our place in the record books.

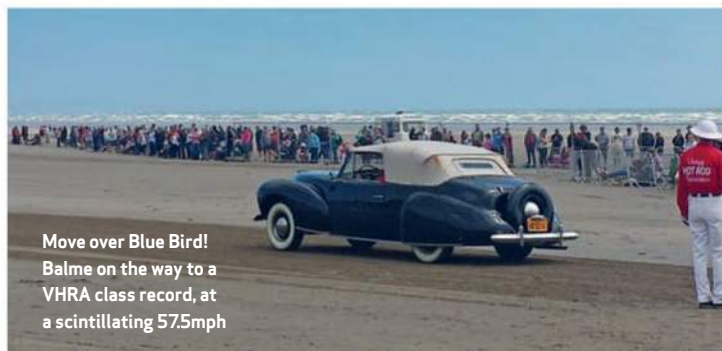
Yup, not only had the Continental made it all the way to Wales, it became, at the staggering speed of 57.5mph, a class record holder. It helped that it was in a class of its own – unlimited number of cylinders, closed bodywork – but I'll take that. The event, in its third year, is fantastic and the camaraderie is second to none, although its popularity and middling weather meant that some of us got only two runs.

The trek home was arduous but, despite the Lincoln's pathological desire to empty its sump, we made it back to London in daylight. A Cotswolds filling station must have thought that it had been visited by the Exxon Valdez, the slick beneath almost echoing the footprint of the car. Over the weekend, the V12 used 3 litres of oil, a pint of which it burnt. It also gets smoky under load when warm: a friend witnessing my climb out of High Wycombe nearly missed seeing the car because of the blue cloud from its tailpipe.

I'm still not 100% confident about the fuel system and I'd like to change parts of the carb because of a few stripped threads. Also, rather than trying to clean the tank, I'm looking for someone to fabricate a exact replica of it before venturing on long trips. Any ideas?

### THANKS TO

• Colin Mullan



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Admiring the view during the Spider's recent trip to Sicily. The car has been both practical and reliable



Rain stops play on the Targa Florio course



Alfa goes home: outside the Milan factory



## Alfa Romeo Spider Veloce

**Name** Renate and Michael Odo Hauck **Age** 130 (combined)

**Location** Düsseldorf, Germany

**First classic** Mini Marcos

**Dream classic** Porsche 916

**Favourite driving song**

*Don't Stop Me Now* Queen

**Best drive** The Nordschleife, early on a Sunday morning

## ENDURING AFFAIR WITH AN ITALIAN

Thirty-five years ago we spent our honeymoon restoring my wife's Beetle. It was a nice car when the top was down but, with the hood up, it was just a Beetle, so we started looking for something more exciting. At about the same time, a young lady not far from Düsseldorf took delivery of a brand new Alfa Spider in Verde Inglese. After a few months she needed space for a pram and so the car found a new home with us.

It had extra rust-proofing and few kilometres on the clock when we got it. We frequently took the Spider up to the coast to visit my parents-in-law, making full use of its 190kph top speed, as well as using it for business trips and even

skiing holidays. With a big boot, narrow tyres, limited-slip diff, hardtop and a heater designed for a saloon, it makes an excellent and entertaining winter car. After five years of hard use, though, the Alfa was showing blisters on the rear arches, so we took the opportunity to change the colour to red, using it as a summer car from then on.

Having turned my attention to racing (I have over 1000 laps of the Nürburgring under my belt), my focus is now back on sports cars. After more than 30 years of ownership, I still admire the Spider's shape. It's beautifully engineered, practical and reliable – even if an oil-filter seal once blew, leaving the *autobahn* a skidpan. It does need occasional tinkering, though, mainly when small items break or fall off. This is Pininfarina, not Porsche.

But that is easily forgiven whenever I drive it. It's predictable on dry roads, a bit demanding in the wet, and when you floor it in third the Alfa provides more music, drama and emotion than the average opera. Only the typically Italian driving position is a bit annoying.

We regularly take the Spider all over Europe. Memorable drives have included crossing the Alps to Monaco for the Historic GP, a dozen Alpine passes in three days and all of Germany's mountain areas. We also had a two-week jaunt around England (we were able to lower the hood for just two hours) and, this spring, a trip to Sicily.

The Simplon Pass was one of the few open but was cold and snowy. On the way to Genoa we tried to



Posing for a photo at the top of the Simplon pass; it's a great winter car, says Odo Hauck

## 'Our attempt to do a lap of the Targa Florio course was nearly ended by a thunderstorm and floods'

take the Spider to its birthplace and visit the Alfa Romeo museum near Milan, but although the re-opening was announced for May it was still closed. We went to the start of the Mille Miglia instead.

In Sicily we found very friendly people, and were shown respect in Palermo's traffic chaos. The scenery and monuments were exceptional, and there were some fantastic drives (including Trapani-Erice-Valderice), but our attempt to do a lap of the Targa Florio course was nearly ended by a thunderstorm and flooding. Some roads there are in a dreadful state, so I could almost sense the Spider's relief at getting

back on the *autostrada*, where it hummed along at 130kph, returning more than 35mpg. Not bad for an engine dating back to 1954.

The *coda tronca* has done more than 150,000km and shares garage space with a 911 Carrera and a 914/4. I do quite a bit of maintenance work myself, but leave the trickier tasks to professionals. Keeping three sports cars on the road is fulfilling but, for me, driving them is the main appeal.

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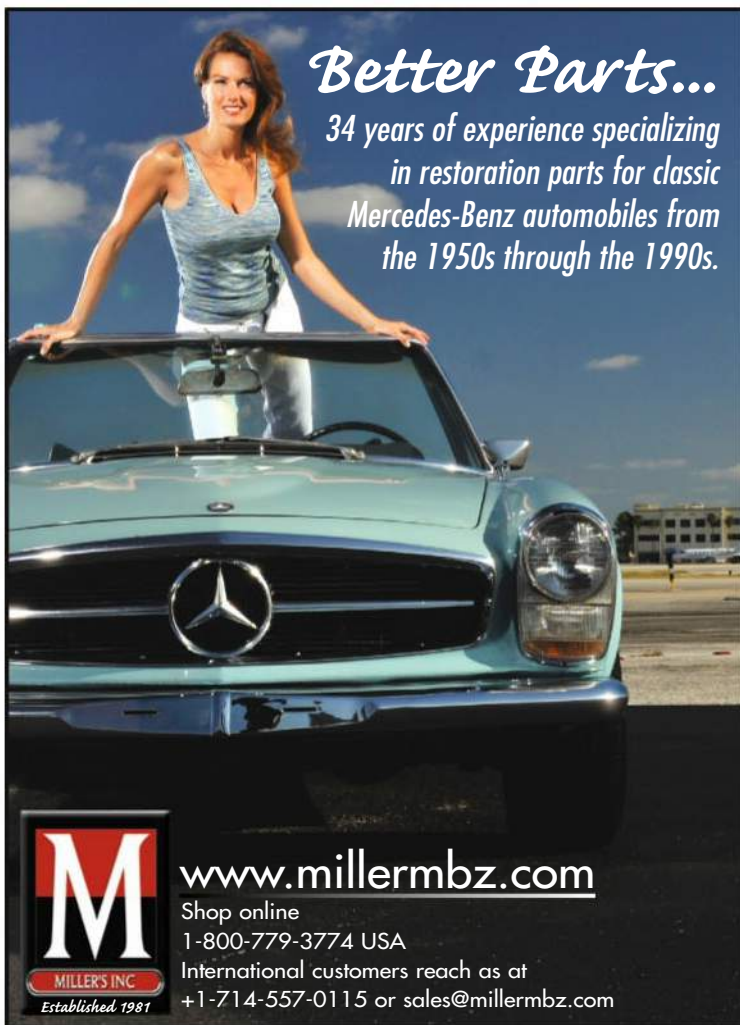
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# A MUCKY BUSINESS

## SC5 STEAM CLEANER

01295 752000; [www.karcher.co.uk](http://www.karcher.co.uk)

Good-quality steam cleaners are handy for detailing engine bays and refreshing fiddly pieces of trim. They're also chemical-free, which is good news for those of us with allergies and sensitive skin, and are useful around the house.

This top-of-the-range model is one of the few on the market that's said to provide a continuous flow of steam, thanks to its twin-tank 1.5-litre capacity. It also has a 'VapoHydro' function to shift more stubborn dirt – a blast of boiling water, basically. The detail nozzle and round nylon brush are most relevant for automotive applications, but the kit also comes with a floor mopping tool, various cloths and some tubes to extend the wand's reach.

The SC5 was a bit out of its depth tackling the decades of grime on Port's Land-Rover, but it's perfect for the finishing touch to an already tidy motor.



Port's filthy Land-Rover proved a challenge for the cleaner, but it ought to be just the thing once you've shifted the worst grime or for a lightly soiled engine



## POR-15 BED LINER FROM £21.50

01706 658619; [www.frost.co.uk](http://www.frost.co.uk)

This formulation covers metal, glassfibre and wood load bays with a hardy rubberised black coating that ought to keep water out, as well as helping to prevent scuffs and scratches. The finish is semi-gloss, yet is said to have fine anti-slip properties. The liquid can be brushed, rolled or sprayed, and cleaned with soap and water. It has a long shelf life, too, so you can keep what's left for touch-ups. The smaller tin should be enough for 9m².

## WHEEL PROTECTOR

£4.99 [www.halfords.com](http://www.halfords.com)

We're now in the thick of the show season, and you will no doubt have spent hours cleaning your classic, so this new wheel protector could be helpful. The aerosol coats wheels in a protective layer that is claimed to help shrug off water and prevent the build-up of brake dust and road dirt.

As well as slowing the accumulation of dirt, the product can also be used as a last-minute detailing spray that ought to give your car's wheels a deep, lasting shine.



## MECHANIC'S SWIVEL SEAT £25.50

01706 658619; [www.frost.co.uk](http://www.frost.co.uk)

You shouldn't have to choose between lying on hard concrete or balancing in a back-breaking yoga-style crouch while fettling your old vehicle ever again, thanks to this mechanic's swivel seat.

Constructed from heavy-duty steel, the padded chair is at a convenient height for working on your car, while the design also incorporates a number of compartments and even a slide-out metal

drawer to hold tools and fixings. It sits on four castors, which should also make it easier to move around your car. It's cheap, too, which is a bonus.



## MAZDA MX-5 COBALT EXHAUST £195.95

02088672020; [www.moss-europe.co.uk](http://www.moss-europe.co.uk)

The MX-5 is a fantastic sports car, but its exhaust note tends to be fairly subtle. This stainless-steel replacement system from Cobalt should improve that sound considerably, thanks to its stainless-steel wool and glassfibre packing.

The 1.2mm-thick 304 gauge metal used for the silencer shell, tips and piping is also claimed to resist corrosion much better than the original item, while some people will prefer the polished finish compared to the factory exhaust.

The Cobalt system offers excellent value for money, plus it's backed by Moss.



Stainless system is designed to improve the sound of an MX-5, and better combat rot



## AIR CHISEL SET £33.50

01926 815000;

[www.lasertools.co.uk](http://www.lasertools.co.uk)

Whether you're removing body panels, punching out door hinge pins or trying to shift a seized-on exhaust, you need a good chisel. This air-powered set is said to offer the practicality of the five most common types: straight, taper, punch, cutter and edging tool, but without all the elbow grease of an ordinary type. Just the thing where you don't have the space to swing a hammer. They are made from chrome molybdenum, which is strong and should ensure they remain sharp and resistant to damage.

## HIGH-VELOCITY PEDESTAL FAN £143.94

01284 757500; [www.sealey.co.uk](http://www.sealey.co.uk)

A decent fan can be a godsend if you spend a lot of time in a hot garage or workshop, and we rate this 20in model as one of the better designs. It features three speed settings, a height-adjustable stand and a tilting-blade cradle, plus a large-diameter base to ensure that it's stable.

Whether you're keeping your workshop well ventilated, ensuring adequate airflow over an idling engine or just keeping cool during hot weather, this fan ought to be up to the task.



## GUNSON EEZIBLEED £19.99

[www.halfords.com](http://www.halfords.com)

Sometimes it's worth reminding people about an old favourite and this is certainly one of those. Bleeding a hydraulic clutch or brakes can be a chore, especially if you don't have help, which is where the Eezibleed comes into its own. The kit hooks up to your spare tyre and uses its pressure to forcibly clear any air in a system. It includes everything you need – aside from clutch fluid – and is suitable for use on cars with tandem master cylinders without sensors, tandem reservoirs, slave servos and vacuum servos.





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It's grown a bit like Topsy. You might have come across Ian Kellett running race cars at the Goodwood Revival, but his business back home has expanded – and then some. As well as a workshop and car sales, there's the amazing Carding Shed. By day it's home to the Oil Can Café, several peripheral businesses plus a diverse collection of customs and classics. Come evening it hosts everything from dance classes to car shows. All the elements feed off each other, Kellett reckons.

It all began when the company he had started in 1998 was forced to move from further down the mill valley. Kellett asked about taking over this site and was told that he'd have to take on all of it including

the huge, wooden-floored space of the Shed: "So we decided to have a nice reception area, and expand it a little with a small café. We thought that we might do 20 or 30 teas a day – now we serve 150 meals a day, more like 300 when it's busy." The beef sandwich even comes with a little jug of gravy, road-tested and endorsed by our own Tony Baker.

The workshop has breathed a bit, too: "We love it in this place – nice premises, lovely views." There are 22 bays, plus a large lathe and two milling machines. An Ogle once raced by Sir John Whitmore was in two halves but soon to be reunited, while a Ford flathead sat among a bunch of others in a corner.

Two E-types were having various amounts of new metal in the bodyshop next door, and the landlord's Bentley R-type was being straightened up for paint: "We've more or less put a new body on it. This was rotten in places where the replacement wasn't, and vice versa."

A Plymouth Roadrunner drag car was being tidied for the road, an Austin Ten having a new sunroof made and Kellett's own '58 Chevy Biscayne was in the queue behind

them, being prepared for towing his caravan to rock 'n' roll festivals. There's also a spray booth, and next to Kellett's corrugated-iron office by the traffic-light-controlled entrance is a car sales area, which has the appearance of an old garage.

The racing's taken a back seat, but Kellett's amazing Standard Vanguard transporter still sits in the café, along with customer cars that are moved off the dance floor for functions – of which there are many.

Even on a grey Tuesday the place was busy, but, as Kellett points out: "It gets manic at weekends. At the last show, we had 450 cars and 100 two-stroke motorcycles – the blue haze mob." The Gents is full of racing memorabilia; the Ladies has a Marilyn theme. Outside, assorted

welded iron sculptures are for sale.

Having the luxury of space means that there's room to store 100 cars on site, too – from £26.40 per week, depending on value, because insurance is included. The workshop rate, according to a sign, goes up depending on how much you want to watch, or help. Not sure if he's joking. **Paul Hardiman** 



Talbot being fettled alongside Borgward



Vast workshop area has 22 bays plus lifts



Ogle, Bentley and E-type fhc in bodyshop





Impressive presentation of ex-Richard Hamilton Porsche 911S, which made £393,500. Right: Aston Ulster bid to a staggering £2.9million



Moss' ready-to-race RSK made £1,905,500



Low-mileage Range Rover made £74,300



## BIDDING SOARS FOR STAR CLASSICS

Cars with celebrity history were the talk of Bonhams' Goodwood Festival of Speed sale on 26 June. The family of pop art Godfather Richard Hamilton sold his 911S 2.4-litre a few years ago but, after a sympathetic restoration by Clark & Carter, the rare black-on-black, right-hooker made £393,500.

Ex-Rolling Stone Bill Wyman's garage clear-out included his little-used Citroën SM making a hefty £61,980 while the bassist's restored Mercedes-Benz 250S made £20.6k.

Sadly, the black rear windows that Wyman went to great lengths to make in '66 are now missing.

*Top Gear* fans clearly felt James May's smart and well-detailed '84 Porsche 911 3.2 Carrera deserved a premium, and bidding was keenly fought to £51,750.

Bonhams made a great deal of Sir Stirling Moss' ownership of the ex-Bob Holbert Porsche RSK chassis 718-030. Bought at auction at Amelia Island for £1.1million in 2010, the RSK was raced just once

by the maestro, which ended in a collision with a Lotus Eleven at Laguna Seca. It was after a stint in the car at the 2011 Le Mans Legends race that Moss decided to retire. Rebuilt by four-cam specialist Andy Prill, with modern race preparation and stickers rather than historically detailed, the Porsche made Moss a handsome profit when it sold for £1,905,500.

The RSK was upstaged by the determined bidding for the sale's cover star, an ex-works 1935 Aston

Martin Ulster 'LM 19' that romped to a world record of £2,913,500. With significant pre-war history – including the Mille Miglia and long-term ownership by the Campbell family – it is certainly an important Aston from the Bertelli era but, sadly, we'll probably never see it race again in the St John Horsfall Trophy.

Even more surprising was the £74,300 paid for a '79 Range Rover Classic with just 5635 miles that will never see country lanes.

## Barnfind Bugatti cleans up in France

A gawky-looking Bugatti hidden away since the '60s caused a stir at Artcurial's Paris sale on 22 June. The rare, twin-magneto 1925 Brescia, with unusual body by Maron-Pot et Cie, in barnfind condition, blitzed its estimate to make £576,500. Authenticated by Pierre-Yves Laugier, this was possibly the last unrestored Brescia to be offered and predictably excited Bugatti collectors.

Likewise, a one-owner 1972 Fiat Dino 2400 Spider with just 27,000km doubled its estimate with a final price of £130,129 – surely a model record. A rare '62 Maserati 3500GT with Frua body (one of just four) and with the same family since 1967 made £308,850.

A strong group of Lancias included a supremely stylish 1962 Flaminia Sport Zagato for £321,204 and a spectacular 1994 Delta Integrale Evo 2 in limited-edition Giallo Ginestra with only 52,000km, which was enthusiastically bought at £46,122.

A historic and sorted '66 Alpine A210 Berlinette with Le Mans history – both in period (1966 and '67) and a regular at the Classic since 2002 – made £329,440, while top of a fine Porsche selection was an ultra-desirable 1970 911 S/T 2.3L Rallye for £625,936.

Brescia likely to be one of the last barnfinds; Dino Spider values are spiralling







Early Mini Cooper project made £39,100

## Crazy result for Cooper 'S'

Estimated at just £15,000, a rare, untouched 1964 Morris Mini Cooper 'S' at Bonhams' Oxford fixture was always going to push up the final price. Even so, no one expected the frenzy for the 1071cc project to run on to a winning bid of £39,100. Laid up since 1976, the attraction to be the first to restore it no doubt enticed buyers.



### ACA'S BARGAIN STUDEBAKERS

There was a pair of Raymond Loewy-styled Studebakers at ACA's 259-car sale on 13 June. Complete but needing restoration, a 1958 Hawk in running condition after recent brake and suspension work made just £1200, while a younger non-running President took the same.



### SPECIAL-BODIED FIATS FLY

Two rare Fiat-based specials were late lots at Bonhams' Oxford sale on 20 June, and for those patient enough to wait, the restored cars looked well bought. A 1964 Michelotti-styled Moretti 750 coupé was snapped up for £7475, while an Autobianchi Stellina Barchetta went for £17,250.

### ROYAL SHOOTING BRAKE

A 1923 R-R Silver Ghost with Shooting Brake body styled by the future King Edward VIII made £161,280 at H&H's Burghley House auction. The body, when fitted to another Ghost chassis, was rumoured to have been used to smuggle Wallis Simpson in and out of Balmoral.

## Coming soon to auction



### SCARAB TRANSPORTER AND SINGLE-SEATERS COMING TO GOODWOOD

The 1956 Fiat Bertolotti transporter that saw service with Maserati, Shelby American and Lance Reventlow's Scarab F1 team is being shipped to Goodwood for auction by Bonhams on 12 September. The many liveries also included Alan Mann Racing and David Piper, who loaned it to Steve McQueen for *Le Mans* when it was painted both Gulf and Ferrari team colours on location. Later abandoned in the desert near Phoenix, it was saved and restored by Don Orosco. The sale will also include two Scarab single-seaters, chassis 001 (est £700k) and a recreation (£400k). Another auction highlight is likely to be the legendary 'Blue Lena', the 1965 Bentley S3 Continental Flying Spur that Keith Richards bought new and drove down to Morocco (£400-600k). See [www.bonhams.com](http://www.bonhams.com)

### SPECTACULAR ITALIAN-IMPORT PORSCHE 914 HEADS TO ACA AUCTION

A timewarp Porsche 914 that spent most of its life in Milan is one of the highlights of ACA's next sale on 22 August. With just 44,000km, and in cherished, unrestored condition, it's estimated to make £16k. "It must be the best in the UK," says ACA's Rob George, "the underside is amazing." Other star lots include a black 1987 Ford Sierra RS500 Cosworth sold new to a director of the Perry Group as a company car (est £45k) and an Alpine White BMW M635CSi with full service history (£25k). See [www.angliacarauctions.co.uk](http://www.angliacarauctions.co.uk)



Superb Porsche 914 sold new in Italy

### STEVE MCQUEEN'S LAST PORSCHE TO BE AUCTIONED FOR CHARITY

The last of Steve McQueen's special-order Porsches, a 1976 930 turbo, will be auctioned by Mecum at Monterey in aid of the movie legend's favourite charity, the Boy's Republic reform school. Ordered from Bob Smith Porsche in Hollywood, it featured several special details including Slate Grey paint, black sports seats, sunroof, early non-intercooled injected 3-litre engine, and a sneaky dashboard switch to kill the rear lights in case the cops chased him up Mulholland Drive. See [www.mecum.com](http://www.mecum.com)



Steve McQueen's Porsche 930 turbo

### BENTLEY R-TYPE CONTINENTAL DISCOVERY CONSIGNED TO GOODING

A 1953 Bentley R-type Continental recently discovered in a Hollywood garage after 30 years is estimated to make over £1million at Gooding & Co's Pebble Beach auction on 15-16 August. Ordered new by Ian Fleming for his friend and collaborator Ivar Bryce, the Bentley's special features include fitted luggage and racehorse mascot. See [www.goodingco.com](http://www.goodingco.com)



Continental was lost for 30-plus years

## The Auction diary

### AUGUST

**8 Coys** Oldtimer GP, Germany  
020 8614 7888; [www.coys.co.uk](http://www.coys.co.uk)

**12 JR-Auctions** Monterey, California, USA 001 8844 572 8867; [www.jr-auctions.com](http://www.jr-auctions.com)

**13 RM Sotheby's** Portola Hotel, Monterey, California, USA 001 310 559 4575; [www.rmsothebys.com](http://www.rmsothebys.com)

**13-14 Bonhams** Quail Lodge, Carmel, California, USA 001 415 391 4000; [www.bonhams.com](http://www.bonhams.com)

**13-15 Mecum** Monterey, California, USA 001 262 275 5050; [www.mecum.com](http://www.mecum.com)

**13-15 Russo & Steele** Monterey, California, USA 001 602 252 2697; [www.russoandsteele.com](http://www.russoandsteele.com)

**15 Gooding & Co** Pebble Beach, California, USA 001 310 899 1960; [www.goodingco.com](http://www.goodingco.com)

**22 ACA** King's Lynn, Norfolk 01553 771881; [www.angliacarauctions.co.uk](http://www.angliacarauctions.co.uk)

**29 Historics** Brooklands, Surrey 01753 639170; [www.historics.co.uk](http://www.historics.co.uk)

**29 CCA** CarFest South 01926 640888; [www.classiccarauctions.com](http://www.classiccarauctions.com)

**29-30 Lucky** Tacoma, WA, USA 001 206 467 6531; [www.luckygoldcar.com](http://www.luckygoldcar.com)

### SEPTEMBER

**2-6 Auctions America** Indiana, USA 001 877 906 2437; [www.auctionsamerica.com](http://www.auctionsamerica.com)

**5 Bonhams** Beaulieu, Hants 020 7468 5801; [www.bonhams.com](http://www.bonhams.com)

**5 Bonhams** Chantilly, France 020 7468 5801; [www.bonhams.com](http://www.bonhams.com)

**5 Silverstone** The Salon Privé Sale, Blenheim Palace, Oxfordshire 01926 691141; [www.silverstoneauctions.com](http://www.silverstoneauctions.com)

**6 Coys** Porsche Sale, Classics at Castle Hedingham, Braintree, Essex 020 8614 7888; [www.coys.co.uk](http://www.coys.co.uk)

**7 RM Sotheby's** Battersea Evolution, London 020 7851 7070; [www.rmsothebys.com](http://www.rmsothebys.com)

For more events or to add your own, go to [www.classicandsportscar.com/diary](http://www.classicandsportscar.com/diary)



## EUROPEAN RESULTS

| CAR   | YEAR    | COND                  | SALE         | PRICE      |
|---|---------|-----------------------|--------------|------------|
| Abarth 1.3 SE018 racer                      | 1971    | f/refurb (o)          | Bonhams      | £39,100    |
| Abarth 2000 SE14 racer                      | 1968/70 | g/refurb (o)          | Bonhams      | £85,500    |
| AC Ace                                      | 1960    | f/restd (o)/eng rblt  | Bonhams      | £141,500   |
| Alfa Romeo Alfasud 1.3 Super                | 1979    | exc/lm/fo             | ACA          | £6038      |
| Alfa Romeo Giulia Spider                    | 1964    | g/restd (o)           | Bonhams      | £42,550    |
| Alfa Romeo GT1300 Junior lhd                | 1967    | vg/restd (o)          | ACA          | £22,575    |
| Alfa Romeo GT1300 Junior racer lhd          | 1968    | exc/restd             | Artcurial    | £37,062    |
| Alfa Romeo GT1300 Junior Zagato lhd         | 1970    | g/refurb              | ACA          | £25,200    |
| Alfa Romeo GTV 2.0 Twin Spark               | 1999    | vg/fsh/oo             | Barons       | £1870      |
| Alfa Romeo GTV6 2.5                         | 1982    | g/refurb (o)/sh       | ACA          | £950       |
| Alfa Romeo Spider Lusso 2.0                 | 1998    | g/gh                  | Barons       | £2750      |
| Alfa Romeo Montreal lhd                     | 1972    | vg/mech rblt          | Artcurial    | £40,356    |
| Allard Palm Beach MkII                      | 1956    | exc/restd             | H&H          | £89,000    |
| Alpine A210 LM lhd                          | 1966    | exc/restd/hi          | Artcurial    | £329,440   |
| Alpine Renault A110 1.3 lhd                 | 1973    | g/restd (o)           | ACA          | £38,850    |
| Alvis 12/50 special                         | 1930    | f/refurb (o)/eng rblt | Bonhams      | £9200      |
| Alvis 12/50 saloon                          | 1928    | f/restn (s)           | Bonhams      | £12,075    |
| Alvis 12/50 TG sports saloon                | 1927    | vg/restd (o)/gh       | H&H          | £26,320    |
| Alvis 4.3 Charles sports saloon             | 1937    | g/orig int/recom      | Bonhams      | £30,000    |
| Alvis Crested Eagle TF Charles saloon       | 1936    | g/restd (o)/gh        | H&H          | £30,240    |
| Armstrong-Siddeley 17hp Burl                | 1935    | g/refurb              | Bonhams      | £9200      |
| ASA 1100GT lhd                              | c1964   | f/repaint (o)         | Bonhams      | £68,700    |
| Aston Martin 1½-litre                       | 1923    | exc/restd/hi          | Bonhams      | £186,300   |
| Aston Martin 1½-litre Mk2 Bertelli dhc      | 1934    | exc/restd (o)/fo      | Bonhams      | £178,333   |
| Aston Martin 1½-litre New International     | 1932    | f/recom/hi            | Bonhams      | £124,700   |
| Aston Martin DB4 S2                         | 1959    | exc/restd/ex-lhd      | Artcurial    | £329,440   |
| Aston Martin DB4 S5 Convertible+hdtp        | 1963    | supb/restd/mods       | Bonhams      | £964,700   |
| Aston Martin DB5                            | 1964    | supb/restd            | Bonhams      | £539,100   |
| Aston Martin DB6 Vantage                    | 1969    | vg/restd/orig int     | Artcurial    | £304,732   |
| Aston Martin DB7                            | 1995    | g/restn (s)/fsh       | H&H          | £14,280    |
| Aston Martin DB7 auto                       | 1996    | g/vorig               | H&H          | £12,320    |
| Aston Martin Ulster LM19                    | 1935    | supb/restd/hi         | Bonhams      | £2,913,500 |
| Aston Martin V8 auto lhd                    | 1978    | exc/restd (o)/his     | Artcurial    | £82,360    |
| Aston Martin V8 S5 auto                     | 1988    | exc/restd/sh          | Bonhams      | £107,900   |
| Aston Martin V8 Vantage Volante             | 1988    | exc/v.orig/lm         | Bonhams      | £306,140   |
| Aston Martin V8 Vantage Volante auto lhd    | 1988    | exc/restd             | Bonhams      | £97,000    |
| Audi quattro Sport                          | 1986    | vg/repaint/fo         | Bonhams      | £236,700   |
| Austin 10/4 saloon                          | 1933    | g/restd (o)           | Charterhouse | £5720      |
| Austin 10/4 saloon                          | 1935    | g/restd (o)           | ACA          | £4200      |
| Austin 12/4 Ascot saloon                    | 1937    | vg/restd (o)          | ACA          | £6090      |
| Austin 1300 auto                            | 1970    | g/lm                  | ACA          | £1100      |
| Austin A30                                  | 1956    | f/stored/restn (s)    | Bonhams      | £920       |
| Austin A35 Countryman                       | 1961    | vg/lm/fo              | ACA          | £4830      |
| Austin Mini 1000                            | 1968    | exc/restd             | ACA          | £7560      |
| Austin Mini 1000                            | 1985    | g/restd/mods/1275     | Barons       | £4000      |
| Austin Mini City E auto                     | 1987    | vg/v.orig/lm          | ACA          | £3780      |
| Austin Mini Cooper 998                      | 1969    | f/restn (s)           | ACA          | £5513      |
| Austin Mini Mayfair                         | 1984    | vg/lm/oo              | ACA          | £3675      |
| Austin Mini Mayfair                         | 1987    | vg/gh                 | Charterhouse | £2420      |
| Austin Mini Mk3 Sedan                       | 1969    | g/repaint/ex-SA       | ACA          | £3885      |
| Austin Minor 1000 8cwt van                  | 1968    | p/spares only         | ACA          | £350       |
| Austin Seven saloon                         | 1937    | vg/restd              | ACA          | £7875      |
| Austin-Healey 3000 MkI BT7                  | 1959    | p/restn (m)           | Charterhouse | £6600      |
| Austin-Healey 3000 MkI BT7                  | 1960    | exc/restd (o)         | Bonhams      | £43,700    |
| Austin-Healey 3000 MkI BT7+hdtp             | 1959    | vg/restd (o)          | ACA          | £36,750    |
| Austin-Healey 3000 MkII BJ7 lhd             | 1962    | supb/restd            | Bonhams      | £55,200    |
| Austin-Healey 3000 MkIIA                    | 1963    | g/refurb              | H&H          | £37,520    |
| Austin-Healey 3000 MkIIA BJ7                | 1963    | exc/restd/gh          | ACA          | £47,250    |
| Austin-Healey 3000 MkIII BJ7                | 1964    | g/restd (o)/oo        | ACA          | £33,600    |
| Austin-Healey Sprite                        | 1967    | g/restd (o)           | ACA          | £3885      |
| Austin-Healey Sprite                        | 1971    | vg/restd (o)          | Charterhouse | £4675      |
| Autobianchi Stellina Barchetta lhd          | 1964    | vg/restd              | Bonhams      | £17,250    |
| Bean 11.9hp Tourer                          | 1923    | vg/restd              | H&H          | £14,000    |
| Belsize William Vincent 'gown' van          | 1914    | exc/restd (o)         | Bonhams      | £28,750    |
| Bentley 3½-litre dhc                        | 1935    | g/restd/new body      | H&H          | £95,200    |
| Bentley 3½-litre Man Eg sports saloon       | 1934    | f/vorig/recom (s)     | Artcurial    | £29,650    |
| Bentley MkVI saloon                         | 1947    | vg/restd (o)          | ACA          | £12,600    |
| Bentley MkVI special                        | 1952/78 | vg/refurb/mods        | H&H          | £84,000    |
| Bentley MkVI special auto                   | 1950/74 | exc/6.2 V8 engine     | H&H          | £30,800    |
| Bentley MkVI Standard Steel                 | 1950    | exc/restd/eng rblt    | Charterhouse | £21,450    |
| Bentley MkVI Standard Steel                 | 1954    | f/stored/restn (s)    | Charterhouse | £8800      |
| Bentley MkVI Wilkinson dhc                  | 1948    | exc/restd (o)         | Bonhams      | £43,700    |
| Bentley S2 auto                             | 1962    | g/restd (o)/fo        | ACA          | £19,425    |
| Bentley S2 Continental Flying Spur HJM auto | 1960    | vg/restd/hi           | Bonhams      | £95,000    |
| Bentley S2 Continental HJM auto             | 1961    | exc/restd/gh          | Bonhams      | £180,700   |
| Bentley S3 Continental HJM PW coupé         | 1963    | exc/restd/hi          | Bonhams      | £74,166    |
| Bentley S3 Radford auto                     | 1965    | vg/restd (o)/mods     | Bonhams      | £34,500    |
| Bentley T MPW coupé                         | 1968    | vg/repaint/orig int   | H&H          | £29,120    |
| Bentley T MPW dhc                           | 1969    | vg/repaint/retrim     | H&H          | £47,250    |
| Bentley T2                                  | 1978    | f/restn (s)           | H&H          | £6160      |
| Bentley Turbo R                             | 1986    | g/refurb (o)/sh       | H&H          | £3360      |
| Bertone X1/9                                | 1984    | g/sh/lm               | Barons       | £2530      |
| BL Mini van                                 | 1974    | vg/restd/998          | Charterhouse | £4950      |
| BMW 3.0 CSL                                 | 1972    | vg/restd              | H&H          | £53,000    |
| BMW 1602                                    | 1974    | f/recom/oo            | Bonhams      | £6900      |
| BMW 2002 rally lhd                          | 1974    | supb/restd/hi         | Bonhams      | £119,100   |
| BMW 2002 Baur Top-Cabriolet                 | 1974    | vg/fsh/lm             | ACA          | £11,970    |
| BMW 2800 CS                                 | 1970    | vg/refurb             | H&H          | £16,240    |
| BMW 635CSI                                  | 1982    | vg/refurb             | H&H          | £13,440    |
| BMW 635CSI auto                             | 1983    | g/vorig/sh            | ACA          | £4200      |
| BMW 840CI auto                              | 1997    | g/vorig/sh            | ACA          | £6720      |
| BMW Isetta four-wheeler                     | 1959    | vg/restd              | Artcurial    | £16,472    |
| BMW M3 E30                                  | 1987    | vg/stored/fo          | ACA          | £12,600    |
| BMW M3 E30 Europameister                    | 1988    | exc/refurb/hi         | ACA          | £38,850    |
| BMW Z3 3.0                                  | 2000    | g/sh/fo               | ACA          | £4200      |
| BMW Z3 M Coupé                              | 1999    | vg/v.orig/fsh         | ACA          | £15,488    |
| Bond Bug 700ES                              | 1973    | vg/restd              | ACA          | £4043      |
| Bristol 411 S4                              | 1974    | exc/restd             | Bonhams      | £35,650    |



AC-engined Ace with older restoration topped its estimate, raising £141,500 at Bonhams



Desirable Alpine A110 1.3, ACA, £38,850



Bonhams' Alvis 12/50 special made £9200



Austin-Healey kit at Charterhouse, £6600



Restored BMW 2002 cabrio, ACA, £11,970



Wyman's Citroën SM, £61,980, Bonhams



Nice Daimler Light 20, Bonhams, £24,775

|   |       |                     |              |          |
|---|-------|---------------------|--------------|----------|
| Bristol Beaufighter                         | 1985  | p/restn (s)         | Charterhouse | £3630    |
| Bugatti Type 13 Brescia Maron-Pot           | 1925  | f/v.orig/fo         | Artcurial    | £576,520 |
| Bugatti Type 40 GS replica-bodied           | 1929  | vg/restd            | Bonhams      | £158,300 |
| Buick Model HX-45 Touring                   | 1919  | vg/refurb/new body  | H&H          | £12,320  |
| Cadillac S62 Coupe lhd                      | 1959  | vg/refurb           | Artcurial    | £24,708  |
| Chevrolet 40 4str tourer                    | 1916  | g/vorig/repaint     | Charterhouse | £8250    |
| Chevrolet Corvette Stingray conv 327 lhd    | 1965  | vg/restd            | Artcurial    | £49,416  |
| Chevrolet Corvette Stingray conv 340 lhd    | 1964  | f/refurb/mods       | Bonhams      | £29,900  |
| Chevrolet Corvette Silver Anniversary lhd   | 1978  | f/restn (s)         | Bonhams      | £7670    |
| Chevrolet Corvette L82 lhd                  | 1979  | f/restd             | ACA          | £6405    |
| Citroën AX GT                               | 1990  | vg/v.orig/gh        | ACA          | £3780    |
| Citroën D Super 5                           | 1971  | exc/restd           | H&H          | £63,840  |
| Citroën DS23 EFI Pallas                     | 1973  | vg/vorig            | H&H          | £20,160  |
| Citroën SM lhd                              | 1971  | vg/refurb/hi        | Bonhams      | £61,980  |
| Classic Chassis Services Jag C-type replica | c1951 | supb/restd          | Bonhams      | £169,500 |
| Croizemarie AC tonneau                      | c1901 | exc/restd (o)       | Bonhams      | £22,425  |
| Crossley Willys-Knight Overland tourer      | 1923  | g/restd (o)/fo      | Charterhouse | £17,050  |
| Daimler V8-250 auto                         | 1967  | f/stored/restn (s)  | Barons       | £7040    |
| Daimler DE36 Hpr limo                       | 1949  | vg/restd (o)/stored | Bonhams      | £13,800  |
| Daimler Light 20 Moreton dhc                | 1936  | exc/restd (o)       | Bonhams      | £24,775  |
| Daimler XJ40 3.6 auto                       | 1987  | g/sh/fo             | ACA          | £2100    |
| De Tomaso Vallelunga lhd                    | 1966  | f/restn (s)         | Artcurial    | £156,484 |
| Dodge Charger 318 lhd                       | 1972  | g/restd (o)         | ACA          | £11,025  |
| Durant B-22 lhd 4str tourer                 | 1922  | vg/restd (o)/recom  | Bonhams      | £16,100  |
| Ferrari 308GT4 lhd                          | 1975  | exc/restd           | Artcurial    | £53,534  |
| Ferrari 308GTB                              | 1977  | g/GRP/repaint       | Bonhams      | £117,980 |
| Ferrari 308GTB lhd                          | 1978  | exc/repaint (o)/lm  | Artcurial    | £140,012 |
| Ferrari 328GTS                              | 1986  | vg/orig int/fo      | Artcurial    | £60,946  |



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1303LS CONVERTIBLE**

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£8,000 - 10,000



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## EUROPEAN RESULTS

| CAR                                     | YEAR      | COND                       | SALE         | PRICE    |
|---|-----------|----------------------------|--------------|----------|
| Ferrari 330GT 2+2 lhd                   | 1965      | exc/restd                  | Bonhams      | £182,500 |
| Ferrari 456GTA lhd                      | 1996      | vg/v.orig/lm               | Artcurial    | £29,650  |
| Ferrari 456GTA lhd                      | 2002      | vg/v.orig                  | ACA          | £45,150  |
| Ferrari 512BB lhd                       | 1981      | exc/v.orig/lm/fo           | Artcurial    | £222,372 |
| Ferrari 512M lhd                        | 1996      | supb/v.orig/refurb/sh      | Bonhams      | £182,000 |
| Ferrari 550 Maranello lhd               | 1997      | supb/orig/lm               | Bonhams      | £119,100 |
| Ferrari Dino 246GT lhd                  | 1971      | exc/repaint+retrim         | Artcurial    | £185,310 |
| Ferrari F50 lhd                         | 1991      | exc/lm/fo                  | Artcurial    | £700,060 |
| Ferrari F355 lhd                        | 1994      | exc/v.orig/fo              | Artcurial    | £127,658 |
| Ferrari Testarossa lhd                  | 1986      | exc/restd/sh               | Artcurial    | £127,658 |
| Ferrari Testarossa lhd                  | 1987      | exc/v.orig/fo              | Bonhams      | £74,300  |
| Fiat 130 Coupé lhd                      | 1973      | vg/v.orig/lm/fo            | ACA          | £12,075  |
| Fiat 500 Gamme lhd                      | 1968      | vg/restd (o)               | Artcurial    | £13,178  |
| Fiat 500F lhd                           | 1969      | exc/restd/fo               | Bonhams      | £12,075  |
| Fiat 500L                               | 1971      | g/refurb/lm/fo             | H&H          | £5000    |
| Fiat 500L                               | 1972      | exc/restd/mods/fo          | Bonhams      | £9775    |
| Fiat 500L                               | 1972      | vg/repaint                 | Charterhouse | £9350    |
| Fiat 500L Abarth lhd                    | 1969      | exc/restd (o)/mods         | ACA          | £11,340  |
| Fiat 600 coach lhd                      | 1957      | vg/refurb (o)              | Artcurial    | £7412    |
| Fiat 750 Moretti lhd                    | 1964      | vg/restd                   | Bonhams      | £7475    |
| Fiat Dino Spider 2400 lhd               | 1971      | exc/restd (o)/eng rblt     | Artcurial    | £104,597 |
| Fiat Dino Spider 2400 lhd               | 1972      | vg/v.orig/lm/oo            | Artcurial    | £130,129 |
| Fiat-Abarth 700 Bialbero Zagato lhd     | 1959      | f/refurb (o)               | Bonhams      | £40,250  |
| Fiat-Abarth 750 Bialbero Zagato lhd     | 1959      | f/refurb (o)               | Bonhams      | £51,750  |
| Fiat-Abarth 850TC lhd                   | 1963      | vg/restd (o)               | Artcurial    | £33,768  |
| Fiat-Abarth Monomille lhd               | 1961/'62  | g/refurb (o)/Fiat engine   | Bonhams      | £36,800  |
| Fiat-Abarth Scorpion 850 Allemano lhd   | 1959      | g/refurb (o)               | Bonhams      | £15,525  |
| Fiat-Abarth Scorpion 55 Lombardi lhd    | 1968      | g/refurb (o)               | Bonhams      | £14,950  |
| Ford Capri 2000GT XLR                   | 1974      | g/restn (s)/lm/oo          | Barons       | £8800    |
| Ford Capri III 1.6 Cabaret              | 1982      | exc/lm/oo                  | ACA          | £5250    |
| Ford Capri III 1.6 Cabaret              | 1983      | vg/refurb/fo               | ACA          | £3150    |
| Ford Capri III 1.6 Laser                | 1985      | vg/v.orig/fo               | ACA          | £4410    |
| Ford Capri III 1.6 Laser                | 1986      | g/stored/recom/fo          | ACA          | £2835    |
| Ford Capri III 2.8i                     | 1983      | vg/restd                   | ACA          | £5775    |
| Ford Capri III 2.8i                     | 1985      | vg/restd                   | ACA          | £4200    |
| Ford Capri III 280 Brooklands           | 1987      | exc/sh/hi                  | ACA          | £14,910  |
| Ford Cortina GT                         | 1966      | g/restd (o)/restn (s)/mods | Barons       | £5390    |
| Ford Cortina 1300DL                     | 1970      | vg/refurb/fo               | ACA          | £5145    |
| Ford Cortina 1600E                      | 1968      | vg/restd (o)               | ACA          | £5670    |
| Ford Cortina 1600E                      | 1970      | exc/restd                  | ACA          | £8610    |
| Ford Cortina Ghia auto                  | 1980      | g/v.orig/oo                | ACA          | £2730    |
| Ford Econoline Falcon Club lhd          | 1965      | f/refurb (o)               | ACA          | £6405    |
| Ford Escort Mk2 rally                   | 1978      | f/restd (o)/mods           | ACA          | £16,170  |
| Ford Fiesta XR2i                        | 1990      | g/v.orig/lm                | ACA          | £850     |
| Ford GP Jeep S1 military                | 1941      | f/part-rblt/restn (s)      | Charterhouse | £6665    |
| Ford Popular                            | 1955      | g/restd (o)                | ACA          | £3675    |
| Ford Sierra RS Cosworth                 | 1987      | f/v.orig/sh/recom          | ACA          | £47,250  |
| Ford Sierra Sapphire RS Cosworth        | 1988      | vg/v.orig/sh/fo            | Charterhouse | £19,800  |
| Ford Transit flatbed                    | 1968      | g/restd (o)                | ACA          | £4200    |
| Ford Tudor Sportsman V8 stock car lhd   | 1938      | f/refurb (o)               | ACA          | £13,125  |
| Ford Zephyr                             | 1955      | vg/restd/mods              | Charterhouse | £7150    |
| Goggomobil T400                         | 1964      | g/restd (o)                | ACA          | £2678    |
| Gordon-Keeble                           | 1964      | exc/restd                  | Bonhams      | £79,900  |
| Hispano-Suiza 16 swb rolling-chassis    | c1925     | exc/restd                  | Bonhams      | £59,740  |
| Hotchkiss X6 S1 20/30hp Roi-de-Belges   | 1910      | supb/restd (o)             | Bonhams      | £91,100  |
| Hotchkiss Monte-Carlo 680 Découvrable   | 1939      | good/refurb                | H&H          | £330,080 |
| Humber 11.4hp doctor's coupé+dicky      | 1921      | g/restd (o)                | H&H          | £17,797  |
| Innocenti Mini Cooper 1.3 lhd           | 1974      | vg/v.orig                  | Artcurial    | £8236    |
| International Harvester D2 pick-up      | 1938      | vg/restd (o)               | Barons       | £12,100  |
| Isotta-Fraschini PM P&C roadster        | 1911      | supb/restd/hi              | Bonhams      | £348,700 |
| Jaguar E-type S1 3.8 fhc                | 1964      | supb/restd (o)/5spd        | Bonhams      | £124,700 |
| Jaguar E-type S1 3.8 roadster+hdtp      | 1962      | supb/restd/mods            | ACA          | £75,600  |
| Jaguar E-type S1 4.2 fhc                | 1965      | exc/refurb/lm              | Bonhams      | £214,300 |
| Jaguar E-type S1 4.2 fhc                | 1965      | vg/refurb                  | H&H          | £61,040  |
| Jaguar E-type S1 4.2 roadster           | 1963      | exc/restd (o)/mods         | Bonhams      | £80,000  |
| Jaguar E-type S1 4.2 roadster           | 1966      | exc/restd (o)/mods         | Bonhams      | £91,100  |
| Jaguar E-type S1 4.2 roadster           | 1967      | supb/restd/fo              | Bonhams      | £186,300 |
| Jaguar E-type S1 4.2 roadster lhd       | 1964      | supb/restd                 | Bonhams      | £124,700 |
| Jaguar E-type S2 fhc auto               | 1969      | g/stored/recom             | ACA          | £25,725  |
| Jaguar E-type S2 roadster lhd           | 1970      | g/restd (o)                | Bonhams      | £30,500  |
| Jaguar E-type S3 fhc auto               | 1972      | g/stored/recom/lm          | Charterhouse | £33,000  |
| Jaguar E-type S3 roadster               | 1973      | g/restd/gh/fo              | ACA          | £45,675  |
| Jaguar E-type S3 roadster Commemorative | 1975      | supb/v.orig/fo             | Bonhams      | £203,100 |
| Jaguar Mk2 2.4                          | 1962      | vg/restd/gh/fo             | Barons       | £14,135  |
| Jaguar Mk2 3.4                          | 1960      | exc/restd/mods             | ACA          | £23,363  |
| Jaguar Mk2 3.4                          | 1961      | vg/restd (o)/5spd          | Barons       | £17,875  |
| Jaguar Mk2 3.8                          | 1960      | vg/restd (o)/fo            | Barons       | £16,225  |
| Jaguar S-type 3.4                       | 1964      | supb/restd/gh              | Barons       | £24,200  |
| Jaguar S-type 3.4 auto                  | 1969      | vg/repaint (o)/stored      | Barons       | £4750    |
| Jaguar S-type 3.8+Webasto auto          | 1966      | vg/restd                   | H&H          | £11,424  |
| Jaguar Sovereign S3 4.2 auto            | 1985      | g/v.orig/oo                | Barons       | £3520    |
| Jaguar SS100 3½-litre replica           | 1948/'80s | exc/1½ donor               | Bonhams      | £51,750  |
| Jaguar XJ6 3.6 auto                     | 1988      | f/v.orig                   | Charterhouse | £830     |
| Jaguar XJ12 Sovereign auto lhd          | 1988      | vg/v.orig                  | ACA          | £9240    |
| Jaguar XJC 4.2 auto lhd                 | 1977      | vg/restd                   | Artcurial    | £10,707  |
| Jaguar XJR-S auto                       | 1990      | vg/v.orig                  | Barons       | £5160    |
| Jaguar XJR-S 6.0 auto lhd               | 1990      | vg/v.orig                  | ACA          | £9975    |
| Jaguar XJ-S 3.6 Cabriolet               | 1984      | g/v.orig                   | Bonhams      | £6900    |
| Jaguar XJ-S 5.3 auto                    | 1987      | g/sh                       | Barons       | £4510    |
| Jaguar XJ-S 5.3 auto                    | 1989      | f/refurb/sh                | ACA          | £1600    |
| Jaguar XJ-S 5.3 convertible auto        | 1989      | g/sh                       | Barons       | £7150    |
| Jaguar XJ-S 5.3 convertible auto        | 1990      | vg/restd                   | Bonhams      | £9200    |
| Jaguar XJS 4.0 auto                     | 1994      | g/v.orig/sh                | Barons       | £4950    |
| Jaguar XJS 4.0 auto                     | 1994      | g/v.orig/sh/fo             | ACA          | £4620    |
| Jaguar XK120 dhc                        | 1953      | exc/p/restd                | Barons       | £25,850  |
| Jaguar XK120 roadster                   | 1951      | vg/restd                   | H&H          | £106,400 |
| Jaguar XK120 roadster                   | 1950      | supb/restd (o)/gh          | Bonhams      | £130,500 |
| Jaguar XK120 roadster lhd               | 1951      | exc/restd/mods             | Artcurial    | £72,477  |



Stunning, last of the Testarossa line, 55,000km Ferrari 512M made £182k at Bonhams



Ford Jeep project, £6665 at Charterhouse



Superb Gordon-Keeble, Bonhams, £79,900



Lynx Eventer 5.3 hit £25,000 at Bonhams



ACA's excellent Marcos 3-litre was £9975



Bonhams' excellent Ghibli 4.7, £107,900



Smart Mercedes 230SL, £34,160 at H&amp;H

|   |       |                    |           |          |
|---|-------|--------------------|-----------|----------|
| Jaguar XK120 roadster racer                 | 1954  | supb/restd/hi      | Bonhams   | £365,500 |
| Jaguar XK120SE fhc lhd                      | c1952 | supb/restd/mods    | Bonhams   | £150,000 |
| Jaguar XK140 dhc                            | 1955  | exc/restd/ex-lhd   | Bonhams   | £79,900  |
| Jaguar XK150S 3.4 fhc                       | 1959  | exc/restd (o)      | Bonhams   | £102,300 |
| Jensen C-V8 auto                            | 1966  | exc/restd (o)      | ACA       | £35,700  |
| Jensen Interceptor III                      | 1974  | exc/restd          | Bonhams   | £43,700  |
| Lagonda 4½-litre M45 Rapide F&N replica     | 1936  | supb/restd         | Bonhams   | £140,000 |
| Lagonda LG6 saloon                          | 1939  | vg/restd/lm/hi     | H&H       | £95,200  |
| Lagonda M45 Rapide GN pillarless-saloon     | 1934  | exc/restd (o)/hi   | Bonhams   | £180,700 |
| Lagonda V12 JY Sedan de Ville               | 1939  | f/v.orig/restn (s) | Bonhams   | £32,200  |
| Lamborghini 2241R tractor                   | 1960  | f/v.orig           | Bonhams   | £8050    |
| Lamborghini Countach 5000QV lhd             | 1988  | exc/lm             | Artcurial | £271,788 |
| Lamborghini Countach 25th Anniversary lhd   | 1989  | vg/lm              | Artcurial | £42,458  |
| Lancia Aurelia B20S Series 6 lhd            | 1957  | exc/restd          | Artcurial | £144,130 |
| Lancia Aurelia B50 PF cabriolet             | 1951  | g/restd            | Bonhams   | £91,100  |
| Lancia Delta HPE HF lhd                     | 1999  | f/refurb           | ACA       | £2730    |
| Lancia Delta Integrale Bv lhd               | 1988  | exc/v.orig/gh      | ACA       | £14,175  |
| Lancia Delta Integrale Evo 2 Giallo Edn lhd | 1994  | exc/hi             | Artcurial | £46,122  |
| Lancia Flaminia Sport lhd                   | 1962  | exc/restd          | Artcurial | £321,204 |
| Lancia Flavia 1.8 Vignale convertible       | 1967  | p/restn (m)        | ACA       | £2730    |
| Land-Rover Si 88in                          | 1957  | exc/restd          | H&H       | £27,440  |
| Land-Rover SiIA 88in                        | 1964  | g/restd            | ACA       | £7350    |
| Land-Rover SiII 109in+hdtp 12str            | 1972  | exc/stored/lm      | ACA       | £17,588  |
| Land-Rover SiII 109in+hdtp                  | 1972  | vg/restd (o)       | ACA       | £6510    |
| Lotus Elan S3 fhc                           | 1968  | vg/restd (o)/fo    | Bonhams   | £26,450  |
| Lotus Elan Sprint                           | 1971  | exc/restd          | ACA       | £29,400  |
| Lotus Excel SE                              | 1988  | g/restd            | ACA       | £6510    |
| Lynx Eventer 5.3 auto                       | 1984  | exc/restd          | Bonhams   | £25,000  |





## 1929 Duesenberg Model J — At Auction October 11, 2015 —

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With detailed history of ownership since its original order being placed in June of 1929, only three women have graced its possession over the last 86 years. Past winner of the famed Meadow Brook Concours Best Original Car, the J-192, serial number 2212 has traveled just 33,000 miles from new. Just one of the many pre-war treasures offered fresh to market and sold at **no reserve**.

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## EUROPEAN RESULTS

| CAR                                    | YEAR  | COND                     | SALE         | PRICE      |
|--|-------|--------------------------|--------------|------------|
| Marcos 3-litre                         | 1970  | exc/restd                | ACA          | £9975      |
| Maserati 3500GT lhd                    | 1962  | f/restn(s)               | ACA          | £117,600   |
| Maserati 3500GT Frua lhd               | 1962  | exc/v.orig/fo/hi         | Artcurial    | £308,850   |
| Maserati Ghibli 4.7 lhd                | 1969  | exc/restd                | Artcurial    | £242,962   |
| Maserati Ghibli 4.7 lhd                | 1970  | vg/restd(o)/repaint      | Bonhams      | £107,900   |
| Maserati Ghibli GT                     | 1999  | vg/v.orig                | H&H          | £10,080    |
| Maserati Indy America 4.7 lhd          | 1971  | g/repaint                | Artcurial    | £20,164    |
| Maserati Khamsin lhd                   | 1976  | vg/repaint/orig int/oo   | Artcurial    | £189,428   |
| Maserati Merak SS lhd                  | 1976  | vg/restd(o)              | Artcurial    | £46,122    |
| Maserati Mexico 4.7 lhd                | 1971  | vg/stored/refurb         | Artcurial    | £102,950   |
| Mercedes-Benz 190SL+hdtp               | 1959  | supb/restd/gh            | Bonhams      | £102,300   |
| Mercedes-Benz 190SL lhd                | 1957  | vg/restd(o)              | ACA          | £61,950    |
| Mercedes-Benz 230SL+hdtp auto          | 1964  | f/restn(s)               | Artcurial    | £24,708    |
| Mercedes-Benz 230SL+hdtp               | 1964  | vg/restd                 | H&H          | £34,160    |
| Mercedes-Benz 230SL+hdtp               | 1966  | exc/restd                | Bonhams      | £73,180    |
| Mercedes-Benz 250S auto                | 1966  | g/restd(o)/hi            | Bonhams      | £20,700    |
| Mercedes-Benz 250SL+hdtp auto          | 1967  | exc/restd                | Artcurial    | £54,358    |
| Mercedes-Benz 250SL+hdtp auto          | 1967  | exc/restd                | ACA          | £81,900    |
| Mercedes-Benz 280SL+hdtp               | 1968  | exc/restd                | Bonhams      | £66,460    |
| Mercedes-Benz 300CE-24v auto           | 1991  | g/sh/fo                  | ACA          | £2940      |
| Mercedes-Benz 300D lwb estate          | 1986  | g/mech refurb            | ACA          | £6405      |
| Mercedes-Benz 300SC Coupé lhd          | 1956  | vg/v.orig                | Bonhams      | £281,500   |
| Mercedes-Benz 300SL                    | 1988  | vg/refurb                | H&H          | £14,500    |
| Mercedes-Benz 300SL+hdtp auto          | 1989  | vg/refurb/sh             | H&H          | £14,168    |
| Mercedes-Benz 350SL+hdtp auto          | 1977  | f/refurb(o)/gh           | Barons       | £3960      |
| Mercedes-Benz 500SL+hdtp auto          | 1993  | g/sh/fo                  | Barons       | £5720      |
| Mercedes-Benz 500SL auto               | 1982  | vg/restd/gh              | Barons       | £8910      |
| Mercedes-Benz 560SL lhd                | 1987  | exc/refurb               | H&H          | £17,360    |
| Mercedes-Benz CLK GTR Roadster lhd     | 1998  | supb/vlm/hi              | Bonhams      | £1513,500  |
| Mercury Cougar convertible auto lhd    | 1973  | g/repaint                | Barons       | £6820      |
| MGA 1500 lhd                           | 1955  | supb/restd               | Artcurial    | £27,179    |
| MGB                                    | 1972  | vg/restd                 | ACA          | £5460      |
| MGB                                    | 1972  | vg/restd/gh              | Charterhouse | £6380      |
| MGB                                    | 1973  | vg/restd                 | H&H          | £6,720     |
| MGB                                    | 1973  | supb/restd               | ACA          | £20,475    |
| MGB                                    | 1979  | vg/restd/gh/fo           | ACA          | £4305      |
| MGB GT                                 | 1967  | exc/restd/lm             | ACA          | £5250      |
| MGB GT                                 | 1969  | f/restd(o)               | ACA          | £1600      |
| MGB GT auto                            | 1969  | vg/restd                 | ACA          | £4095      |
| MGB GT                                 | 1975  | g/refurb(o)/gh           | ACA          | £2258      |
| MGB GT                                 | 1978  | g/restd/chrome bumpers   | ACA          | £2940      |
| MGB GT V8                              | 1975  | g/restd/mods             | H&H          | £10,640    |
| MGB LE                                 | 1981  | vg/restd/hi              | ACA          | £5775      |
| MGC                                    | 1968  | exc/restd/gh             | ACA          | £16,170    |
| MGC GT+Webasto                         | 1968  | vg/restd(o)              | Charterhouse | £12,100    |
| MG Midget 1500                         | 1976  | f/restn(s)               | ACA          | £750       |
| MG Midget 1500                         | 1977  | vg/restd(o)              | ACA          | £4200      |
| MG Midget 1500                         | 1980  | g/refurb                 | ACA          | £2520      |
| MG PA                                  | 1935  | vg/restd                 | H&H          | £30,240    |
| MG TC                                  | 1949  | vg/restd(o)              | Bonhams      | £23,000    |
| MG TD                                  | 1953  | g/refurb                 | H&H          | £16,240    |
| MG TF 115                              | 2004  | vg/v.orig/sh             | Barons       | £1980      |
| MG TF 115                              | 2006  | exc/v.orig/lm/fo         | H&H          | £4916      |
| MG TF 1250                             | 1954  | f/restd(o)/engine seized | Bonhams      | £9200      |
| MG VA 4str tourer                      | 1938  | vg/restd(o)              | Bonhams      | £28,000    |
| Morris 10/4 dhc                        | 1934  | g/restd(o)               | ACA          | £6615      |
| Morris 10hp saloon                     | 1934  | f/repaint                | Bonhams      | £1150      |
| Morris Cowley Bullnose tourer+dicky    | 1926  | g/restd(o)               | Barons       | £9130      |
| Morris Mini Cooper 1071 'S' Mk1        | 1964  | p/stored/restn(s)        | Bonhams      | £39,100    |
| Morris Minor                           | 1950  | exc/restd/orig int       | Bonhams      | £5520      |
| Morris Minor                           | 1956  | vg/restd(o)              | ACA          | £4410      |
| Morris Minor                           | 1960  | g/gh/lm                  | ACA          | £2208      |
| Morris Minor 1000                      | 1961  | g/restd(o)/fo            | ACA          | £2888      |
| Morris Minor 1000 convertible          | 1967  | vg/restd/recon eng       | ACA          | £3780      |
| Morris Minor 1000 convertible          | 1970  | g/restd(o)               | ACA          | £1600      |
| Morris Minor 1000 Traveller            | 1966  | vg/restd(o)              | ACA          | £3360      |
| Oldsmobile 37 4-litre special          | c1921 | exc/restd                | Bonhams      | £25,875    |
| Panhard 24BT lhd                       | 1966  | p/restn(m)               | Charterhouse | £730       |
| Peugeot 205CTI                         | 1991  | g/v.orig                 | ACA          | £1350      |
| Peugeot 205GTI 1.9 Turbo Technics      | 1988  | f/restn(s)               | ACA          | £7980      |
| Peugeot 302 Berline Deluxe             | 1936  | vg/refurb                | H&H          | £16,420    |
| Pilgrim Sumo Mk3 Cobra replica lhd     | c1993 | vg/5spd                  | Bonhams      | £15,525    |
| Porsche 356C Carrera 2 2000GS lhd      | 1964  | supb/restd               | Artcurial    | £411,800   |
| Porsche 356SC Karmann lhd              | 1965  | vg/restd(o)              | Artcurial    | £61,770    |
| Porsche 911 Carrera 2 cabriolet        | 1990  | vg/refurb/sh             | ACA          | £18,900    |
| Porsche 911 Carrera 3.0 Sport          | 1977  | vg/refurb                | H&H          | £40,320    |
| Porsche 911 Carrera 3.0 targa          | 1976  | vg/sh/fo                 | ACA          | £21,000    |
| Porsche 911 Carrera 3.2                | 1984  | exc/v.orig/hi            | Bonhams      | £51,750    |
| Porsche 911 S/T 2.3 Rallye lhd         | 1970  | exc/restd                | Artcurial    | £625,936   |
| Porsche 911 turbo                      | 1979  | vg/refurb(o)/recom(s)    | ACA          | £49,350    |
| Porsche 911 turbo 3.3 lhd              | 1983  | exc/lm/fo                | Bonhams      | £102,300   |
| Porsche 911 turbo 3.3 Almeras lhd      | 1983  | exc/restd(o)/hi          | Artcurial    | £57,652    |
| Porsche 911 turbo-body Speedster lhd   | 1989  | exc/eng rblt/sh          | Artcurial    | £127,658   |
| Porsche 911E 2.4 targa lhd             | 1973  | exc/restd                | Artcurial    | £74,124    |
| Porsche 911S 2.4                       | 1973  | supb/restd/fo/hi         | Bonhams      | £393,500   |
| Porsche 911S 2.4 lhd                   | 1973  | supb/restd               | Bonhams      | £147,105   |
| Porsche 911SC targa Sportomatic        | 1980  | exc/lm/fo                | Bonhams      | £36,800    |
| Porsche 911T 2.4 targa lhd             | 1973  | exc/part-restd(o)        | Artcurial    | £74,124    |
| Porsche 914/4 2.4-litre lhd            | 1974  | g/mech rblt              | Artcurial    | £19,943    |
| Porsche 924 Carrera GT lhd             | 1980  | vg/repaint               | Artcurial    | £61,770    |
| Porsche 924S                           | 1986  | f/stored/recom           | ACA          | £1000      |
| Porsche 924S                           | 1986  | g/refurb/sh              | ACA          | £1900      |
| Porsche 944 S2 cabriolet               | 1991  | vg/refurb/sh             | ACA          | £5040      |
| Porsche 944 S2 cabriolet               | 1992  | exc/v.orig/sh/fo         | ACA          | £15,225    |
| Porsche RS-61 racer lhd                | 1961  | supb/restd/hi            | Bonhams      | £1,905,500 |
| Range Rover Cabana soft-top 2.5 diesel | 1979  | g/refurb                 | Barons       | £2420      |
| Range Rover Classic                    | 1979  | exc/v.orig/vlm           | Bonhams      | £74,300    |
| Range Rover Vogue SE auto              | 1988  | f/refurb                 | Bonhams      | £4370      |



Well-presented '68 MGC GT with Webasto looked a good buy for £12,100 at Charterhouse



Oldsmobile special, Bonhams, £25,875



Project Panhard 24: £730 at Charterhouse



Porsche 911 turbo, Bonhams, £102,300



Bargain Riley Nine Special, H&amp;H, £12,880



Rolls-Royce Flying Spur, H&amp;H, £154,560



R-R 20/25hp woodie, Bonhams, £23,000

|   |      |                     |           |          |
|---|------|---------------------|-----------|----------|
| Reliant Scimitar SS1                        | 1985 | f/refurb            | ACA       | £550     |
| Renault 8 Gordini replica rally             | 1969 | exc/restd/mods      | ACA       | £5280    |
| Renault 8hp AX 2str tourer                  | 1909 | vg/stored/recom     | Bonhams   | £23,000  |
| Renault Clio Williams 2                     | 1995 | vg/gh               | ACA       | £4620    |
| Renault Viva GS cabriolet lhd               | 1939 | vg/restd(o)/hi      | Artcurial | £98,832  |
| Riley 4/72                                  | 1965 | f/v.orig/fo         | ACA       | £1200    |
| Riley 12/6 Kestrel                          | 1933 | g/v.orig/restn(s)   | H&H       | £26,320  |
| Riley Nine Plus Ultra special               | 1931 | vg/gh               | H&H       | £12,880  |
| Rolls-Royce 20/25 Abt sports saloon         | 1933 | g/restd(o)/gh       | H&H       | £47,600  |
| Rolls-Royce 20/25 Bkr sports saloon         | 1931 | exc/restd/hi        | H&H       | £95,200  |
| Rolls-Royce 20/25 GN sedan coupé            | 1933 | exc/restd(o)/hi     | Bonhams   | £169,500 |
| Rolls-Royce 20/25 Hpr limo                  | 1930 | supb/restd          | H&H       | £42,560  |
| Rolls-Royce 20/25 Hpr sports saloon         | 1933 | exc/restd           | H&H       | £39,200  |
| Rolls-Royce 20/25 woodie estate             | 1929 | f/restn(s)/hi       | Bonhams   | £23,000  |
| Rolls-Royce 25/30 T&M limo                  | 1937 | f/restn(s)          | H&H       | £15,232  |
| Rolls-Royce Corniche Convertible            | 1976 | vg/restd(o)/sh      | ACA       | £29,400  |
| Rolls-Royce Phantom II Convertible          | 1989 | exc/restd(o)        | Bonhams   | £50,600  |
| Rolls-Royce Phantom II Wind Sedan           | 1933 | exc/restd/hi        | H&H       | £78,400  |
| Rolls-Royce Silver Cloud I auto             | 1956 | vg/restd(o)/hi      | H&H       | £31,920  |
| Rolls-Royce Silver Cloud II auto            | 1961 | f/restd(o)/gh       | H&H       | £17,800  |
| Rolls-Royce Silver Cloud II HJM auto dhc    | 1961 | exc/restd/lm        | Bonhams   | £208,700 |
| Rolls-Royce Silver Cloud II HJM Flying Spur | 1964 | exc/v.orig/lm       | H&H       | £154,560 |
| Rolls-Royce Silver Ghost Bkr Shooting Brake | 1923 | vg/restd(o)         | H&H       | £161,280 |
| Rolls-Royce Silver Shadow MPW coupé         | 1968 | vg/repaint/orig int | H&H       | £17,360  |
| Rolls-Royce Silver Spirit                   | 1992 | vg/gh/fo            | H&H       | £10,080  |
| Rolls-Royce Silver Wraith F&W limo          | 1949 | g/restd(o)          | H&H       | £24,666  |
| Rosengart Type LR2/R5                       | 1930 | g/refurb            | H&H       | £17,640  |
| Rover 10/25 Weymann saloon                  | 1929 | vg/restd            | H&H       | £11,300  |



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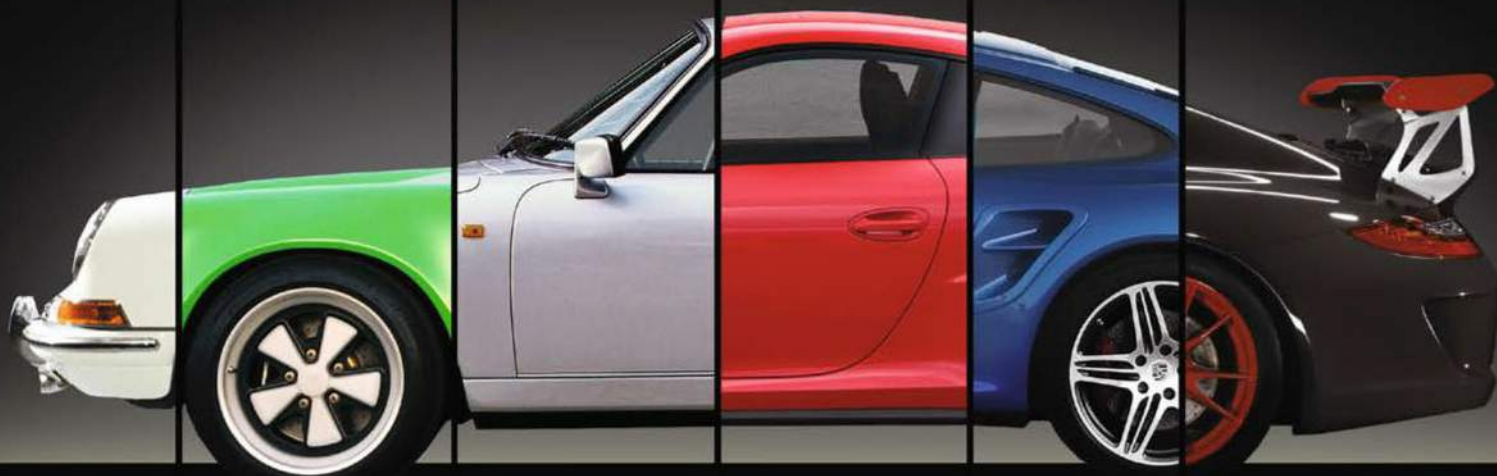
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## AUCTION RESULTS

## EUROPEAN RESULTS

| CAR                                   | YEAR | COND                     | SALE         | PRICE    |
|---------------------------------------|------|--------------------------|--------------|----------|
| Rover Mini Cooper                     | 2000 | vg/John Cooper S spec/sh | Barons       | £8470    |
| Rover Mini Cooper 1.3i                | 1995 | g/v.orig                 | ACA          | £2415    |
| Rover Mini Margrave 50 Wood & Pickett | 2009 | supb/vlm/oo              | Bonhams      | £27,600  |
| Rover Mini Mayfair                    | 1996 | vg/sh/lm                 | ACA          | £3780    |
| Rover P4 60                           | 1955 | g/v.orig                 | Charterhouse | £2640    |
| Saab 900 SE Turbo                     | 1993 | g/sh/fo                  | ACA          | £1400    |
| Saab 96 lhd                           | 1972 | vg/restd (o)             | Artcurial    | £18,119  |
| Shelby Mustang GT500 lhd fastback     | 1967 | exc/restd (o)            | Bonhams      | £85,500  |
| Simca Aronde Elysée                   | 1960 | g/v.orig/sh              | ACA          | £3150    |
| Studebaker Hawk lhd                   | 1958 | p/restn (m)              | ACA          | £1200    |
| Studebaker President lhd              | 1962 | p/restn (m)              | ACA          | £1200    |
| SS Jaguar 1½-litre saloon             | 1939 | f/refurb                 | H&H          | £13,916  |
| Sunbeam Alpine Series V+hdtp          | 1965 | g/restd (o)/lm           | ACA          | £4830    |
| Talbot AV105 Alpine replica           | 1934 | exc/restd (o)            | Bonhams      | £130,300 |
| Toyota BJ40D Land Cruiser lhd         | 1974 | vg/v.orig/fo             | Artcurial    | £24,708  |
| Toyota Supra auto                     | 1988 | f/refurb                 | ACA          | £1000    |
| Triumph 2000 Mk2 auto                 | 1973 | f/refurb (o)             | ACA          | £3255    |
| Triumph Dolomite 1500HL               | 1979 | f/lm                     | ACA          | £1600    |
| Triumph GT6                           | 1972 | vg/restd                 | H&H          | £8475    |
| Triumph GT6                           | 1972 | supb/restd               | ACA          | £17,325  |
| Triumph Herald 12/50+Webasto          | 1967 | vg/restd (o)             | Charterhouse | £4070    |
| Triumph Herald 13/60 Convertible      | 1970 | f/restd (o)              | ACA          | £3045    |
| Triumph Roadster 1800                 | 1948 | vg/recom (s)/lm/fo       | ACA          | £21,210  |
| Triumph Spitfire MkIV                 | 1971 | vg/restd                 | ACA          | £4620    |
| Triumph Spitfire MkIV                 | 1973 | vg/restd/1500cc engine   | ACA          | £3885    |
| Triumph Spitfire 1500                 | 1979 | f/refurb                 | ACA          | £1950    |
| Triumph Spitfire 1500+hdtp            | 1979 | f/restd (o)              | ACA          | £1500    |
| Triumph Stag auto                     | 1973 | vg/restd (o)/fo          | ACA          | £10,290  |
| Triumph Stag auto+hdtp                | 1978 | g/restn (s)/fo           | ACA          | £7455    |
| Triumph TR4A+hdtp                     | 1965 | exc/restd                | ACA          | £28,350  |
| Triumph TR5 PI                        | 1969 | exc/restd (o)            | ACA          | £31,500  |
| Triumph TR5 PI lhd                    | 1968 | f/restn (s)              | ACA          | £3255    |
| Triumph TR6                           | 1971 | vg/restd                 | ACA          | £11,700  |
| Triumph TR6                           | 1971 | vg/restd (o)             | Charterhouse | £11,000  |
| Triumph TR6                           | 1974 | g/restd (o)              | ACA          | £9660    |
| Triumph TR7 Convertible               | 1981 | g/restd/gh/hi            | ACA          | £2310    |
| Triumph TR7 Convertible               | 1981 | vg/v.orig/lm             | ACA          | £8400    |
| Triumph TR7 Convertible               | 1982 | g/gh/body kit            | ACA          | £2205    |
| TVR Taimar                            | 1981 | g/restn (s)/eng rblt     | Barons       | £6380    |
| Vauxhall 30-98 E-type Man Eg tourer   | 1921 | exc/restd (o)            | Bonhams      | £197,500 |
| Vauxhall Cresta                       | 1961 | f/restn (s)              | ACA          | £3675    |
| Vauxhall Viva                         | 1974 | vg/lm/fo                 | ACA          | £3780    |
| VW 1.6 TE fastback                    | 1973 | exc/sh/lm                | ACA          | £11,340  |
| VW 412LE                              | 1973 | f/restn (s)              | ACA          | £2050    |
| VW Beetle 1300                        | 1968 | vg/restd (o)/gh          | ACA          | £6300    |
| VW Beetle 1303                        | 1974 | exc/restd                | ACA          | £6615    |
| VW Golf GTI Campaign                  | 1983 | vg/mods                  | Charterhouse | £3300    |
| VW Golf GTI Convertible               | 1986 | g/mech refurb            | Charterhouse | £1925    |
| VW Devon Samba DL 23-window           | 1960 | supb/restd/fo            | Bonhams      | £91,100  |
| Williams-Renault FW13B                | 1990 | vg/inc/hi                | Bonhams      | £102,300 |
| Wolseley 4/44                         | 1955 | restd/vg                 | H&H          | £5,376   |
| Wolseley 15/50                        | 1958 | g/restd (o)/gh           | H&H          | £5824    |
| Wolseley Hornet Dayton EW             | 1934 | vg/restd (o)             | Charterhouse | £26,950  |
| Wolseley Hornet                       | 1965 | vg/restd/lm              | ACA          | £4200    |

## USA HIGHLIGHTS

| CAR  | YEAR | SALE           | PRICE    |
|--|------|----------------|----------|
| BMW Z8                                     | 2002 | Mecum          | £105,600 |
| Chevrolet Bel Air 572/630                  | 1955 | Mecum          | £76,800  |
| Chevrolet Bel Air custom                   | 1957 | Mecum          | £102,400 |
| Chevrolet Camaro COPO 427/425              | 1969 | Mecum          | £99,200  |
| Chevrolet Corvette 283/315FI               | 1961 | Russo & Steele | £60,544  |
| Chevrolet Corvette LS3                     | 1962 | Russo & Steele | £83,200  |
| Chevrolet Corvette LS6 custom              | 1954 | Russo & Steele | £102,800 |
| Chevrolet Corvette LS66                    | 1966 | Mecum          | £86,400  |
| Cord 812 s/c roadster                      | 1937 | Leake          | £66,880  |
| De Tomaso Pantera                          | 1973 | Russo & Steele | £44,800  |
| Dodge Hemi Challenger 426/425 R/T          | 1970 | Leake          | £105,600 |
| Dodge Hemi Challenger 426/425 R/T          | 1970 | Mecum          | £96,000  |
| Dodge Hemi Challenger 426/425 R/T SE       | 1970 | Mecum          | £118,400 |
| Ferrari Dino 246GTS                        | 1973 | Russo & Steele | £217,600 |
| Fiat Abarth 750 Zagato                     | 1958 | Russo & Steele | £85,888  |
| Ford GT                                    | 2006 | Russo & Steele | £216,128 |
| Jaguar E-type S3 roadster                  | 1974 | Russo & Steele | £57,024  |
| Lamborghini Diablo Roadster                | 1999 | Mecum          | £108,800 |
| Maserati Ghibli                            | 1971 | Russo & Steele | £145,024 |
| Mercedes-Benz 190SL                        | 1956 | Mecum          | £89,600  |
| Mercedes-Benz 190SL                        | 1959 | Leake          | £105,600 |
| Oldsmobile Hurst/Olds 455/380 auto         | 1969 | Mecum          | £70,400  |
| Pontiac GT0 400/370 Ram Air IV convertible | 1969 | Leake          | £77,440  |
| Pontiac GT0 Judge 400/366                  | 1970 | Mecum          | £73,600  |
| Pontiac Trans Am Ram Air IV                | 1969 | Mecum          | £115,200 |
| Porsche 356T1 Cabriolet                    | 1957 | Russo & Steele | £116,160 |
| Porsche 911 Carrera 3.2 Speedster          | 1989 | Mecum          | £105,600 |
| Porsche 911 turbo                          | 1988 | Russo & Steele | £44,800  |
| Porsche 911 turbo S2                       | 1992 | Mecum          | £83,200  |
| Porsche 911S                               | 1967 | Mecum          | £83,200  |
| Porsche Carrera GT                         | 2005 | Russo & Steele | £537,600 |
| Shelby GT350 289/306 fastback              | 1967 | Mecum          | £96,000  |
| Shelby GT350H fastback                     | 1966 | Leake          | £85,184  |
| Shelby GT350H fastback                     | 1966 | Russo & Steele | £88,000  |
| Shelby GT500 428 fastback auto             | 1967 | Mecum          | £91,200  |
| Shelby GT500KR 428 fastback                | 1968 | Mecum          | £105,600 |
| VW dual-cab transporter                    | 1964 | Russo & Steele | £57,024  |

Only cars believed sold are listed. Prices include buyer's premium, but not the VAT payable on it





Ideal Alpine Rally entry: rebodied and sorted Talbot AV105 made £130,300 at Bonhams



Rare Triumph TR5 PI made £31,500 at ACA



Tidy Triumph TR6, £11,000, Charterhouse



Fine Vauxhall 30-98, Bonhams, £197,500



Williams FW13B at Bonhams: £102,300



Ford GT at Russo & Steele made £216,128



Mint '67 Shelby GT350, Mecum, £96,000

#### SALE RATES AND STATISTICS

Mecum, 5-6 June, Seattle, USA: 273 cars sold of 594 offered – 46% sale rate, £6.09m sale total; Leake, Tulsa, USA, 5-7 June: 509/688 – 74%, £7.49m; Russo & Steele, Newport Beach, USA, 5-7 June: no stats at time of going to press. £4.61m; ACA, King's Lynn, Norfolk, 13 June, 5%, 196/259 – 76%, £2.01m; Charterhouse, Shepton Mallet, 14 June, 10%, 29/51 – 57%, £216,775; Barons, Sandown Park, Surrey, 16 June, 10%, 45/66 – 68%, £338,975; Artcurial, Paris, 22 June, 16%, 57/77 – 74%, £7.71m; H&H, RREC Weekend, Burghley House, Stamford, Lincs, 12%, 20 June, 35/50 – 70%, £1.22m; Bonhams Oxford, Woodstock, 20 June, 15%, 50/65 – 77%, £1.36m; Bonhams, Goodwood FoS, 26 June, 15%, 74/87 – 85%, £1.68m; Mecum, Denver, USA, 26-27 June: 387/636 – 61%, £7.8m; H&H, Chateau Impney, 11 July, 12%, 40/71 – 56%, £1.04m

#### CONDITION GUIDE KEY

f – fair; g – good; vg – very good; exc – excellent; supb – superb; conc – concours; sh – service history; fsh – full service history; gh – good history file; hi – historically interesting; orig – original; v.orig – very original; n.orig – not original; lm – low mileage; vlm – very low mileage; oo – one owner; fo – few owners; p – poor; refurb – refurbished; restd – restored; (o) – older; (s) – straightforward; (m) – major; prestd – partially restored; compl – complete; inc – incomplete; not reg – not UK registered; recom – requires recommissioning; eng rblt – engine rebuilt; repl eng – replacement engine; mech rblt – mechanically rebuilt; mech refurb – mechanically refurbished; hm – high mileage; vhm – very high mileage

#### COACHBUILDER'S KEY

Abt – Abbott; Bkr – Barker; Burl – Burlington; Charles – Charlesworth; EW – Eustace Watkins; F&W – Freestone & Webb; GN – Gurney Nutting; Hpr – Hooper; HJM – HJ Mulliner; JY – James Young; Man Eg – Mann Egerton; PF – Pinin Farina; PW – Park Ward; T&M – Thrupp & Maberly

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Main: Fiat Dino Spider was fastest rising classic from January to June. Above right: Boras now average £81k. Below right: VW Golf GTIs still on the up



'We feel that this is a natural reaction to a period of growth as the classic car market catches its breath'



# CLASSIC MARKET STILL RISING FAST

With classic car values apparently serenely spiralling upwards and ever more attention (and cash) flowing into it from outside, you would assume that there was little point in doing a half-year audit on the market place. It's always worth remembering, however, that an irresistible rise of asking prices is not necessarily reflected in values achieved and, while multi-million pound cars make headlines after every high-end auction, plenty of big money lots have quietly been returned to their owners unsold.

It's all about to go pop then? Not exactly, but there are some changes worth noting. Turning to the latest data from Hagerty Classic Car Insurance (hagertyinsurance.

co.uk) the picture for the first half of 2015 remains healthy, with an 8.4% rise across all types of classic.

What is interesting is that, from the 1500 classics that are tracked by Hagerty, the areas with the biggest gains continue to shift like the sands on a links golf course. For example, one of any boom's biggest



Ferrari 308 recorded an increase of 30%+

hitters, the Mercedes-Benz 300SL, may have topped out, values being flat since December thanks to a flooded market. More tellingly one of the true barometers of the classic car market, the Jaguar E-type, has slowed dramatically.

Hagerty MD Angus Forsyth said: "Values are up, but they have not increased at the same rate as before. We feel that this is a natural reaction to a period of growth as the market catches its breath."

So, what are the new flavours of the month? As the most iconic stock becomes unobtainable, the big risers continue to be '70s and '80s classics, which constituted 20 of the 23 cars to record a 30% rise in the first six months of 2015.

Top mover was the Fiat Dino Spider, which rose 44.56% to an average price of £65,050 followed by its coupé sibling at 42.56% (£31k). The next six cars were also Italian: Maserati Bora (41%, £81k) and Merak SS (37%, £49k), Lambo Countach (now £300k), plus Ferrari 308GTB (£112k) and 512BB (£164k). Other 30%-plus movers were the Jensen FF (£98k), VW Golf GTI Mk1 (£10.5k) and Type 2 splitscreen camper (£37k).

The forecast is for the best of the best to keep flying, but non-original or badly restored cars to stall. The middle market's upward trajectory should remain while the sub-£20k market should continue to grow "slowly and steadily".

Hexagon, which was a Lotus dealer from 1964 to 1976, has brought the marque back inside the M25 after a six-year gap



## Lotus returns to the capital

After a gap of six years, there is a Lotus dealership in London again after Hexagon opened a new outlet and took on the marque as a dealer. The new showroom in South Kensington will stock the full range of modern offerings from the Hethel concern as well as healthy selection of classics. Servicing and aftercare will be dealt with at Hexagon's HQ in Fortis Green, East Finchley, just around the corner from Colin Chapman's original Lotus showroom in Hornsey. As well as ending the hiatus of Lotus in the capital, it is also the rekindling of a relationship, with Hexagon having been a Lotus dealer for a 12-year period from 1964.

Hexagon's Paul Michaels said: "We see a very exciting future for Lotus and are delighted to welcome the brand back to Hexagon after nearly 40 years. Reintroducing a marque such as Lotus with its rich heritage to the capital's car scene is an exciting prospect – one we're proud to be a part of."

Lotus' original showroom has been the subject of a ding-dong battle in recent years with builder's merchant Jewsons planning to demolish the locally listed building earlier this year. The move prompted outcry and the application was turned down by Haringey council in March.





## New hand at Riley's helm

VSCC member and Riley aficionado John Lomas is to be the new owner of pre-war Riley specialist Blue Diamond Services ([www.rileyspares.co.uk](http://www.rileyspares.co.uk)).

The company, built up over four decades by Ian Gladstone – who will stay on as a consultant to the new firm for its first 18 months – will be renamed Blue Diamond Riley Services.

The new management is promising a smooth transition with no interruptions to work for customers.

Lomas said: "To be able to take forward Ian's business is a great honour and privilege and I am looking forward to playing a part in the next 40 years of Blue Diamond. This business is dedicated to the highest quality workmanship and the provision of extensive parts support."



New Oxfordshire facility allows DiY mechanics to rent workshop space, lift time and tools

## Giving enthusiasts a lift

A useful new facility for classic car owners lacking workshop space, or even tools, of their own has recently opened in Oxfordshire.

This Is Your Garage in Culham, south east of Abingdon, describes itself as 'Britain's premier self-service workshop and car club.'

Run by Dave Ridgway and Richard Cook, the well-thought-out concept boasts extremely well equipped workshops, the main advantages of which are scissor, two-post and four-post ramps allowing enthusiasts to get properly underneath their cars for jobs such as gearbox removal. Each ramp bay is accompanied by a full complement of tools that is also available

for hire on top of ramp time. Other equipment includes oil drainers and basic workshop tools, plus there are showers and changing rooms on site.

For those crucial knuckle-resting breaks, away from the workshop area is a club lounge, with bar service, pool table and, we are promised, plenty of old copies of *C&SC* to read.

An hour's lift bay rental costs £30, reducing to £20 per hour if you book in for between eight and 14 hours. TIYG also supplies lubricants in bulk, wiring components, safety gear and brake parts.

For more info, call 01865 407757 or see [thisisyourgarae.com](http://thisisyourgarae.com)



### DORETTI UP FOR GRABS

If our recent story on Swallow Dorettis piqued your interest in the model, then Sussex Sports Cars ([www.sussexsportscars.co.uk](http://www.sussexsportscars.co.uk)) looks to have a very nice example on sale at £56,950.

### A CLASSIC RESIDENCE

A dream home for a car nut is on the market in Hampshire. The Fishers Pond house costs £650k ([www.chartersestateagents.co.uk](http://www.chartersestateagents.co.uk)) and has 250sq m of car space workshops and offices as well as a four-bedroom family house.



### RARE LAGONDA FOR SALE

This 1929 Lagonda high-chassis Speed model – a Weymann-bodied Honeymoon Coupé – is thought to be one of only two survivors with such coachwork. It is on sale with Robin Lawton: [www.robinlawton.com](http://www.robinlawton.com) at £84.5k.

## Price watch MGC

"The upward shift for MGC values has slowed, but they are still rising," says Jonathan Kimber ([www.mgownersclub.co.uk](http://www.mgownersclub.co.uk)). "MGAs started the trend, and the C has followed. It's the lack of availability that has really caused values to grow." The abundance of the B has kept its values lower.

Because the MGC was produced for only three years, with around 4500 of each bodystyle, they certainly have rarity on their side. Unsurprisingly, it is the dropheads that fetch most: "Concours roadsters are fetching more than £30,000 now, though an average one may be £15,000."

The GT, despite its pretty, Pininfarina-aided lines, is still some way off the pace – offering superb value in comparison: "An average GT will be £9-10,000, though higher has been seen at auction for GTs that aren't anything special. The best are £20-22k." That's a great deal cheaper, for a car that is arguably far better as a grand tourer.

The general rarity means that there isn't much of a premium for manual over automatic, nor wires over steel wheels with hubcaps. "Condition is still the most important factor overall," reckons Kimber. Do remember if considering a restoration, that the structure from the middle forwards is very different to that of the outwardly similar B. "Structural panels can be more expensive, because far fewer are produced," says Kimber. "Generally though, the parts situation is very good. The club now sells a balljoint kit to replace the kingpins, because there have been supply issues with those."



Prices are rising across the board for MGCs, but roadsters are way ahead of the GT

### 1969 MGC GT £15,850

The seller reckons this six-cylinder car 'drives really well with a torquey engine and slick overdrive gearbox.' It has some history and looks well priced 01296 770966 (t)



### 1969 MGC roadster £21,000

Having previously received a ground-up restoration, this convertible is said to be 'stunning' in every way. It comes with a bulging history file 07899 324763 (t)

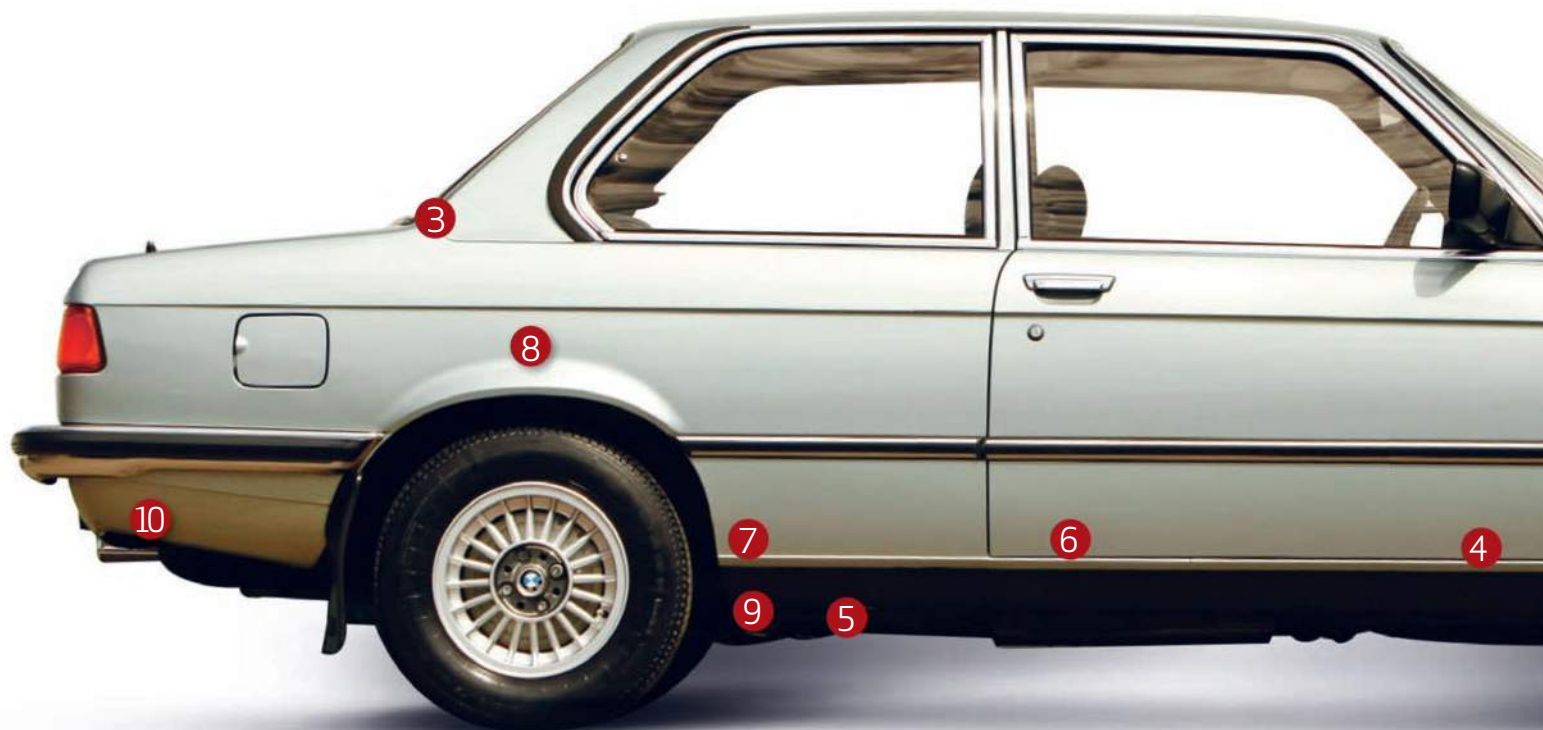




# BMW E21 3 SERIES

The first incarnation of a hugely successful family – that's now surprisingly rare – richly deserves to be considered a classic, argues **Malcolm McKay**

PHOTOGRAPHY **TONY BAKER**



**B**uilding on the success of the 2002 and the styling of the larger 5 Series, the E21 was thoroughly developed from the start. Still two-door only, it offered more useful rear seat space, with excellent heating and ventilation plus many fine details including much better sound-proofing. Ergonomics for the driver were exceptional for the time, with particularly clear instruments and well-organised switchgear.

The styling was so timeless that it's astonishing to realise that the model is celebrating its 40th birthday and should be accepted into the classic fold. Its competence as everyday transport, however, plus a tendency to rot in old age, has meant that they are still being driven into the ground. Now that the market has started to wake up to them, though, and appreciate their lively performance and fun handling, few are left.

The E21 never sold in great numbers in the UK due to its high price: if you threw a few extras on a basic 323i, it cost more than a Rover 3500 SD1. Considering that, the ones that have been looked after have survived quite well. Hard-used examples are uneconomic to preserve, however, unless they have a particularly desirable spec.

While some criticised the handling, especially pre-'77 when the rear was stiffer, others, including *Motor*, loved it: 'The 316 handles tautly with slight initial understeer followed by controllable oversteer (the steering really comes into its own here) which makes it a joy to drive quickly...' The same magazine would later complain about both slow steering and snap oversteer, proving that the E21 did not suit all drivers, although it praised the stiffer front, softer rear set-up that came with the six-cylinder versions.

Alpina made a range of E21s, initially using four-pots tuned to 125-160bhp, followed by the 2.8-litre B6 'six' and the C1 2.3 with factory 323i unit uprated to 170bhp. All had much-improved handling with uprated suspension, plus special seats, steering wheel, gearknob and speedo.

Buying today, look out for a well-specced car, because finding the parts to upgrade one can be difficult if not impossible. Options included a five-speed transmission (close-ratio or overdrive, the latter highly sought-after because the regular gearing was low), 'Competition' suspension, sliding steel sunroof, alloys, rev counter (on lesser models), metallic paint, green-tint glass, air-con and electric windows. A good toolkit was clipped into the bootlid, so check it's there and complete.

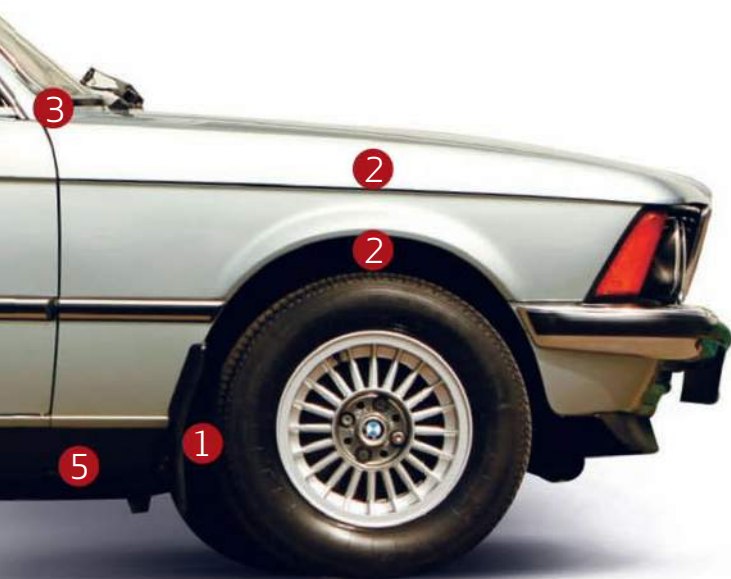


Baur Top-Cabriolet was offered from late 1980 in the UK



BMW legend Dieter Quester guns wild Group 5 320 in '77





## Rot spots

- 1 Front chassis legs
- 2 Wheelarches and inner wings, including strut tops
- 3 Front and rear screen pillars
- 4 Footwells
- 5 Sills and jacking points
- 6 Doors, especially bottoms
- 7 Under back seat
- 8 Rear damper turrets and wheelarches
- 9 Rear subframe-to-bodyshell mounting area
- 10 Boot floor and wheel well



**Trim** is generally not available, so try to find a car with a good interior. Dash top can crack either side of the instrument binnacle; rear shelf carpet disintegrates



ZF three-speed auto was quite popular. On manuals, check for worn **synchros** and **bearing** noise. Fitting a five-speed overdrive 'box hugely improves cruising



A rattly **engine** is probably due to a worn camshaft and rockers, while overheating may be a blown head gasket. Blue smoke on the overrun is from worn valve seats (top end overhaul), but on acceleration is worn bores (bottom end rebuild). Black smoke on blipping is an over-rich carburettor, which washes the bores causing premature wear



**Servo** rarely fails (but is costly), although seized **calipers** and **rear self-adjuster** can ruin the normally excellent braking. Rear discs were fitted only to the 323i



Limited-slip **diff** was a rare but desirable option. Final drives are durable but worn dampers, UJs and bushes have a notable effect on ride/handling, so check them



Four-barrel Solex **carb** on 'six' is a pain and thirsty, but improved for '80. Ensure fuel lines have been replaced, notably on injected cars, because they are a fire risk



Tired dampers/bushes make **suspension** and (ponderous) **steering** wayward. A quick rack is now available, but heavy at parking speeds; assistance is desirable



Chuckable E21 gained a (justified) reputation for being tail-happy, but can be tempered with a stiffer set-up. Cheaper models have single headlamps



## On the road

The four-cylinder M10 unit is extremely durable, capable of exceeding 200,000 miles without major attention given basic servicing. The later 2-/2.3-litre straight-six is more fragile; it was designed for the car and is unusually short, also featuring a belt-driven overhead cam, unlike the chain-driven 'four'. Make sure that the belt has recently been replaced (five years/60,000 miles) or budget for it. Maladjusted carburetion, and hard driving from cold on injected models, drastically reduce engine life. Cam wear is common on both units if oil changes are neglected, so look for evidence of regular servicing.

As on all cars with aluminium heads, closely inspect the cooling system for signs of overheating, water loss and head-gasket issues. Corrosion inhibitor should be in the coolant all year round. The E21 runs happily on unleaded petrol, but the 323i prefers higher-octane types.

On the test drive, a clonking/thumping from the drivetrain may just be a disintegrating propshaft doughnut – pattern parts don't last long – or worn universal joints. Slack in the steering is usually a worn column joint that's easily fixed.

A limited-slip diff was a rare option. It's worth having, especially on early models (to 1977) the suspension set-up of which made traction a major weakness, and on the 323i, which could be almost ludicrously tail-happy. The 'Competition' suspension option for lesser versions included Bilstein gas-filled dampers all round and stiffer anti-roll bars front and rear. It made the car feel taut and responsive, but exacerbated the already dramatic snap oversteer on the limit.



Brilliant ergonomics were a vast improvement on the '02

## OWNER'S VIEW Mark Brown



"I've had E21s since 1988," says Brown, "and I've driven one every day for the past eight years. I wanted a corrosion-free car, so I'm building a 316 at present with Pristine Bodyworks – it was stripped to the bare shell, blasted, repaired and painted. It should be on the road by the time you read this. It has an M52 2.8 engine – which only cost £200 – coil-over suspension, billet four-pot calipers and I persuaded Kiley Clinton to build a 2.5 turns lock-to-lock quick rack that transforms the car. With better tyres on 15in wheels, it's much sharper. Of course, there's something nice about a standard car: they're still fun and the 323i is so rare they're making good money – most have been scrapped. Parts from BMW are often much cheaper than eBay, where people go silly!"

## The knowledge

### WHAT TO PAY

|   |              |
|---|--------------|
| Show 316-323i                                   | £6000-14,000 |
| Average 316-323i                                | £2000-6000   |
| Restoration 316-323i                            | £750-3000    |
| (Baur: add 50% for lesser models; 20% for 323i) |              |

### PARTS PRICES

|                              |       |
|------------------------------|-------|
| New 320-6 engine             | £3100 |
| New 316 cylinder head        | £765  |
| Water pump, for six-cylinder | £27   |
| Brake master cylinder        | £150  |
| Fuel pump 323i               | £125  |
| Front wing, genuine          | £236  |
| Door                         | £290  |

### CLUBS

**BMW Car Club** 01970 267989;  
www.bmwcarclubgb.uk **E21 Owners' Club**  
www.facebook.com/BMW.E21.Owners.Club

### BOOKS

**BMW 3-Series Collectors Guide** Walton, MRP  
**BMW 3-Series Complete Story** Taylor, Crowood  
**The Original: The BMW 3-Series** Braess, BMW

### SPECIALISTS

**BMW Classic** www.bmwparklane.co.uk  
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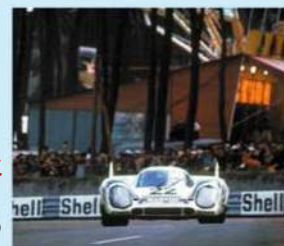
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## TIMELINE

**1975 June** 316 and 318 production begins  
**Oct** four-cylinder 320 and 320i added; UK launch  
**1977 Aug** Front suspension stiffened, rear softened; six-cylinder 320 replaces 320 'four' (inc auto) and 320i; 323i 'six' introduced  
**1978 Aug** Improved seats plus rear headrests  
**1979 Feb** Five-speed overdrive or close-ratio gearbox option on 'sixes'; facelifted nose and dashboard, integrated electric door mirrors  
**1980** Baur Top-Cabriolet unveiled (**Jan** Europe, **Sept** UK), with plastic roof panel, fabric rear; 318i launched (not UK), old 318 renamed 316 (with auto/five-speed options), 1.6 dropped  
**1981** 1.6 engine reintroduced in budget 315  
**1982 Jun** 5-speed standardised on 'sixes', optional on 'fours' **July** Special Edition 'sixes' get uprated trim, power steering on autos, steel sunroof  
**1982 Nov** Replaced by E30 (315/316 last to '83)

## FACTFILE

**Sold/number built** 1975-'83/1,364,038  
**Construction** steel monocoque  
**Engine** iron-block, alloy-head sohc 1573/1766/1990cc 'four' or 1990/2315cc 'six', with Solex carb (Pierburg on late 316 & 315) or Bosch K-Jetronic; 75bhp @ 5800rpm-143bhp @ 6000rpm; 81lb ft @ 3200rpm-140lb ft @ 4500rpm  
**Transmission** Getrag four/five-speed manual or optional ZF three-speed auto (on 320, 'sixes' and late 316), driving rear wheels  
**Suspension: front** MacPherson struts  
**rear** coil springs, semi-trailing arms, telescopic dampers; anti-roll bar f/r (not at rear of 'four' except with 'Competition' option)  
**Steering** ZF rack and pinion, 4.1 turns lock-to-lock; power assistance optional on 'sixes'  
**Brakes** 10in front disc (vented on 320i + 'sixes'), 10in rear drum, 10in rear disc on 323i, with servo  
**Length** 14ft 3½in (4355mm) **Width** 5ft 3½in (1610mm) **Height** 4ft 6¼in (1380mm)  
**Wheelbase** 8ft 5in (2563mm)  
**Weight** 2244-2530lb (1020-1150kg)  
**0-60mph** 14-8.2 secs **Top speed** 96-126mph  
**Mpg** 19-30 **Price new** £7550 (323i, 1980)

## INSURANCE

£128.21, based on a 30-year-old Londoner with full no-claims and a clean licence on a 1980 320 as a garaged second car, agreed value £7500, 5000 limited miles. Richardson Hosken: 01277 206911.

## THE ALTERNATIVES



### ALFA ROMEO GIULIETTA

Alfa followed BMW's sporting luxury theme, the compact four-door

offering good performance from its 1.3-2-litre twin-cams. Rot claimed most; now collectable.

**Sold/no built** 1977-'85/255,762 **Mpg** 24-33  
**0-60mph** 10.6-9.5 secs **Top speed** 105-112mph  
**Price new** £4845-5165 (1980) **Now** £1500-4500



### TRIUMPH DOLOMITE SPRINT

Smaller than the E21 but with four doors, the car's 16v overhead-

cam unit would have made it a winner if Triumph had sorted it like Saab later did. Great fun.

**Sold/no built** 1973-'80/22,941 **Mpg** 23-30  
**0-60mph** 8.4 secs **Top speed** 115mph  
**Price new** £6288 (1980) **Now** £2-7500

# One to buy £9995

**Year of manufacture** 1981 **Recorded mileage** 79,130 **Vendor** Old Colonel, nr Hertford; tel: 07407 477843; <http://oldcolonelcars.co.uk> **For** Solid and drives nicely **Against** A couple of front balljoints?

This rot-free 323i has had just two owners, and a period in storage has probably helped to preserve it. Recommissioning involved new front brake calipers and master cylinder, plus a thermostat. The battery looks recent, too. The only minus points are a couple of tiny dents on the bonnet, plus light surface corrosion on the sill swages and front valance. The boot floor and spare well, with a matching alloy, are also solid. Again, a few hints of rust, but nothing to worry about. The exhaust looks sound. The tyres have decent tread but some are 15 years old. The brightwork is mostly good, with maybe a replacement Nieren grille.

It's basically unworn inside bar the driver's-seat velour, which is a little thin. Carpets, door cards and headlining are excellent. The sunroof works fine, with no rust in the aperture and clear drains.

The engine is tidy, with clear blue/green coolant to level, and the oil had just been topped up. It last had a cambelt only 16,000 miles ago, but in '90, and starts after a brief churn, with no smoke or top-end noise but a creamy burble. It quickly warms, but the needle never gets far over the blue sector. It tracks and brakes straight, but the ride at the front can be a tad jiggly, with the suspicion that at least one balljoint is rattly, possibly exacerbated by the car having been lowered slightly.

Minor gripes aside, it drives well with a slick gearchange and is sprightly with it. The MoT runs to May 2016, and it comes with sundry bills.



Paintwork smart overall; alloys, too, but it needs new tyres



Trim in remarkable condition; no cracks to dash top either



'Six' a bit grubby but no sign of leaks; new plugs and leads

Immaculate featured 320 auto is for sale at 4Star Classics: 01420 479909; [www.4starclassics.com](http://www.4starclassics.com)



## Our verdict

It's hard to believe that these cars are now 32-40 years old: their modern looks and practicality mean that they have come late to the classic fold. Few remain, but they are well supported by BMW plus owners' clubs and are beginning to appreciate. Finding a really good example is a challenge, although they are out there if you search long and hard enough.

### FOR

- Excellent build quality
- Highly usable every day
- Fun rear-drive handling in the dry
- Well looked after by the manufacturer

### AGAINST

- Rust will be expensive to eradicate
- Handling can be a handful on the limit
- Fuel economy poor on small-engined models, also on straight-sixes with Solex carb

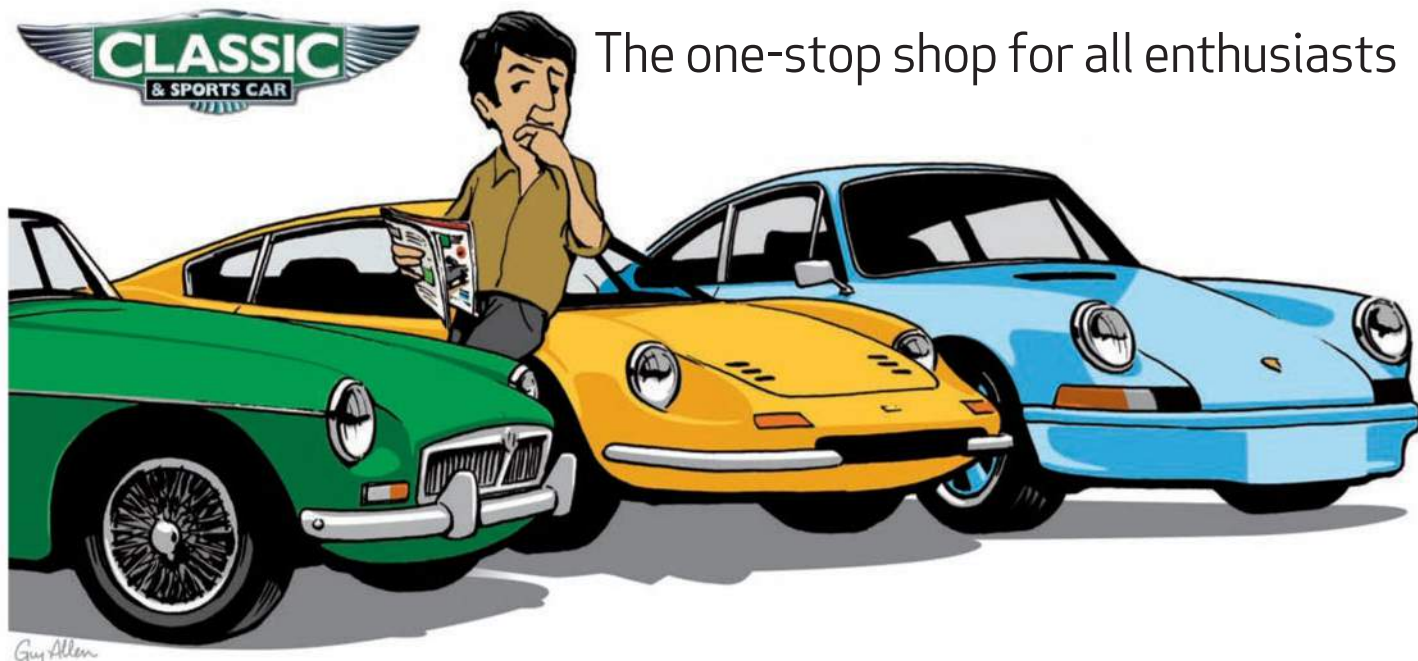


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**Your dream drive?** Having a go at some of the Inca Trails would be fascinating, but to take the family from London to Sydney in a Speed Six saloon would be just magic.

**And your favourite event?** The Benjafield 24: as the sun goes down, the temperature drops and the cars run even sweeter. To get rewarded with daybreak is epic.

## CASE HISTORIES Cars for sale we've tested this month



MG Pitchfork special p234



1951 Morgan Plus 4 p241



1971 Porsche 911 2.2S p248

Tests are carried out by experts and are a fair reflection of the cars on the day they were viewed. They should not be taken as a full inspection, and buyers must satisfy themselves of a car's condition before purchase. Cars are sold without tax unless stated

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### CATERHAM 1.8 £12,750

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1988 Mercedes-Benz 300SL RHD,  
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1959 Bentley S1 Saloon RHD,  
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1985 Alfa Romeo GTV6 RHD,  
£14,995



1994 Mercedes-Benz 500SL RHD,  
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## 1971 FERRARI DINO 246 GT "E SERIES" – RHD



Delivered new to the UK market on 3/8/1971 via Maranello Concessionaires Limited, specified in rosso corsa exterior, complemented by a nero interior. Retained by its first owner for more than 25 years. Complete ownership and service history from new, detailing just 42,000 miles. Recorded in the "Dino register", Ferrari Classiche certificated and offered with all books/tools. A very original example **£369,950**

## 1997 PORSCHE 993 TURBO S RHD



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**Year of manufacture** 1986 **Recorded mileage** 83,504

**Asking price** £24,993 **Vendor** 1st Choice Cars/XC Centre, Faringdon, Oxfordshire; tel: 01367 700500; www.1stchoicecars.uk.com

#### WHEN IT WAS NEW

**Price** £24,204 **Max power** 197bhp **Max torque** 210lb ft  
**0-60mph** 6.6 secs **Top speed** 138mph **Mpg** 20-25

This WR facelift model has been mostly dormant for the past decade (it's only done about 800 miles since '07), but its previous owner had it painted, and had the engine rebuilt six years ago. The respray looks to be a quality job, over dead-straight sides, and the windows obviously came out first. It's deep, even and shows no flaws, although the top of the plastic rear bumper is a little wavy. It's not scuffed under the chin and there are no bubbles in the scuttle or 'screen pillars. The inner wings are solid and there are a couple of bits of minor corrosion on the bonnet stiffeners. There's a small crack in the nearside rear light lens (not an MoT failure) and the alloys are mint apart from one mark on the offside rear rim. The tyres are a mixture of three quality makes, all with plenty of tread but pretty aged.

Inside, nothing is broken or missing, although the gearknob hide has worn through, as is usual, but there are a few nicks and scratches. The leather is only lightly creased, plus the carpets and headlining are smart.

Under the bonnet, the motor is stock and a little grubby, but the plug leads and caps look new. It was apparently rebuilt by specialist Stonesfield Garage in c2009, though no bill is evident, but there is one for the paint. Let's assume (hope...) that the cambelt was done then. The driveshafts, CVJ boots and suspension parts all look good, though there is a little surface rust on the front wishbones as well as the rear hubs and carriers.

It starts easily, the tappets settle quickly and the exhaust manifold doesn't sound as if it's blowing, a common trouble spot. It drives well, but the tyres felt flat-spotted from where the car had been standing and the front wheels at least were out of balance, so new rubber (essential) would improve it no end. All of the 'black dash' works: boost shows a maximum of 1.5bar, the coolant gauge sits one block under 'N', voltage at 12.5V and the oil temperature hardly registers. Everything functions as it should, and the quattro will be sold with a four-wheel alignment plus a fresh MoT.



### SUMMARY

#### EXTERIOR

- Excellent repaint; fine shutlines

#### INTERIOR

- All present and correct, with only a few minor blemishes

#### MECHANICALS

- Sounds and feels healthy, but it would be nice to see a cambelt bill

**VALUE** ★★★★★☆☆☆☆

**For** A great-looking icon of the '80s... and it's not red!

**Against** Needs use to smooth it out

#### SHOULD I BUY IT?

Nice to find an unmolested original. See if you can negotiate for new tyres within the price





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**1972(K) Chevrolet Corvette Stingray Convertible.** Original colour Targa Blue. 350 cu.in 5.7 litre V8 with matching numbers. Factory hard top, auto, factory A/C, PAS, power brakes. Substantial history. **£34,995**



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Bourne Bodied. 1 owner from new. Total time warp car. Peter Day fitted galvanized lotus chassis and fully rebuilt suspension and brakes. Minimal use since completion. Totally original interior with ultra rare Black dash. Sadly pre cross-flow engine fitted 30 years ago aprox. Comes with Twin Cam Engine for rebuild. Price: £POA



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This unique Formula Junior has had just 4 owners from new. Superb documented history - the car was raced at Goodwood in period and in 2013. Fully sorted. HTP papers. Can be run at most of the big events when the Formula Juniors are running. A very interesting, well-sorted, bargain basement priced historic car. Price: £38,500



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Having covered only 32,700 miles this car is still in lovely condition, finished in Storm Titanium, with Red leather interior, Sony radio/CD Player, electric windows, central locking, sports exhaust, cobra category 1 alarm. Price: £14,950



DODGE VIPER GTS - 1997

JUST 23,500 miles from new. Stunning looking car that sounds as good as it looks. Optional rear spoiler. New 19 inch chrome wheels, sports exhaust, just had the Air con recharged. 8000 LTR, V10, What more can we say....!! Price: £37,000



LOTUS ELAN FHC - 1966

Very early S2.5 (no air vents). Attractively finished in dazzling Calypso Red with Minilite Knock-On wheels. Spyder chassis. Very quick, rebuilt engine. Smart interior. Ready for Summer motoring. Price: £27,950



LOTUS ELAN +2S 130/4 - 1972

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Ferrari 512 TR 1994. Red with black. 45 000 kms. 3 Owners. All service done. UK registration



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'59 RHD SCL, Original; **£35,000**

'63 RHD SCIII, Lovely; **£39,500**

'65 LHD SCIII, Rare; **£39,500**

'59 LHD S1 Bentley – Due In



**'26 PI Barker Cabriolet De Ville.**

Correct, original bodied, fully opening, very Handsome/Imposing car. Just woken from long slumber & coming back to life nicely! Running sweetly & even fitted with very effective PAS!

**£85,000**

**'20 Silver Ghost Tourer, Strong, Handsome & Ready ; £155,000**



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Very handsome & correct with large doors for easy access & raked windscreen for a more sporting look. Recent work includes re-wire and kingpins, pleasure to drive;

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**Porsche 911 3.0 SC Targa**

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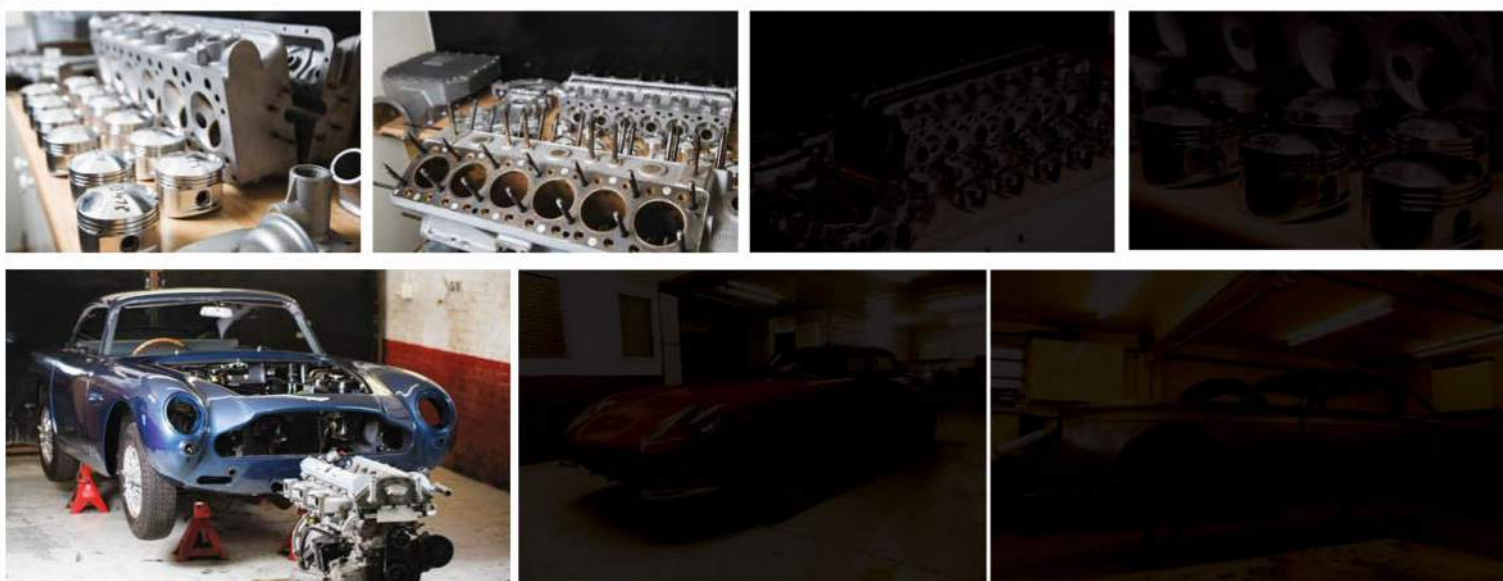
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1st sunday of the month

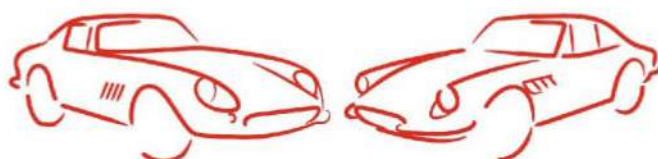
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 1937 Bentley 4 1/4 Freestone & Webb Brougham  
 1948 Jaguar MK IV 3-position Drop-Head - 19k  
 1949 MG-YT Tourer  
 1950 MG-TD Roadster  
 1952 MG-TD/C Mark II Roadster  
 1953 Bentley R-Type Saloon - manual transmission  
 1958 Austin Healey 100/6 BN-6 2-seater roadster  
 1960 Jaguar MK II Saloon - **SOLD**  
 1961 Rolls-Royce James Young SCT-100  
 1962 Bentley SII Saloon  
 1963 Austin Healey 3000 MK II Roadster-3 carb.  
 1967 Jaguar XKE Series I Roadster - 36k. - **SOLD**  
 1980 Triumph Spitfire - 1 owner, 21,000 miles.  
 1983, 1986(2) and 1987 Jaguar XJ-6 Series III Saloons  
 1989 Jaguar XJ-6 - show condition.  
 2000 Jaguar XJ-8L - 72k, one local owner.

2001 Aston Martin DB-7 Vantage Volante - 18k  
 2002 Aston Martin DB-7 Vantage Volante - 22k - **SOLD**  
 2002 Aston Martin DB-7 Vantage Volante - 8k  
 2007 Aston Martin DB-9 Vantage Volante - 11k

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 1973 Mercedes-Benz 450 SLC - full history  
 1979 Mercedes-Benz "6.9" Sedan - **SOLD**  
 1986 Mercedes-Benz 420SEL Sedan  
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 2000 Mercedes-Benz SL500 "Sport" Coupe/Roadster - **SOLD**  
 2003 Porsche C/4 Cabriolet, 1 owner, special order - **SOLD**  
 2005 Porsche "997" Carrera "S" Cabriolet - 22k, as new.

2009 Porsche Carrera S Sunroof Coupe - 7k - **SOLD**  
 2014 Mercedes E-350 4-matic - 14k, one local owner, as new.

#### AMERICAN:

1939 Chevrolet Coupe - Beautiful restoration.  
 1941 Packard LeBaron Sport Brougham - **SOLD**  
 1951 Ford Country Squire Woodie Wagon  
 1953 Chevrolet "3100" Pick-Up Truck - **SOLD**  
 1953 Buick Special Woodie Wagon - **SOLD**  
 1953 Lincoln Capri Hardtop - ground-up restoration  
 1959 Cadillac Series 62 Convertible - 29k - **SOLD**  
 1959 Cadillac Eldorado Biarritz Conv't - **SOLD**  
 1960 Corvette 2-Top Roadster, 2x4 Barrel Carbs.  
 1962 Corvette 2-top Roadster, Factory Fuel Injection  
 1963 Corvette 2-top, fuel injected rdstr - 26k, one owner 30+ yrs.  
 1963 Lincoln Continental 4-Door Convertible - **SOLD**  
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**1937 2 litre supercharged 15/98 'Speed Model'**  
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This car was built in 1937 as a saloon, in fact the third saloon built. At some time in the 1970's it was fitted with an 'Ulster' style 'Speed Model' body and had a Riley engine fitted. The present owner removed it and fitted a 2 litre Aston Martin overhead cam engine using a new cylinder block fitted with steel crank and conrods, and a new cylinder head. Also fitted is one of Ecurie Bertelli's supercharger conversions. This gives the engine greatly increased power and torque (165 bhp and 190 lbft) and makes this a truly fast car. At the same time it was also fitted with a straight cut close ratio 'Speed Model' gearbox manufactured by Ecurie Bertelli Ltd. to the exact correct specification using the original works drawings. This well sorted car has been carefully maintained and used regularly both on the track and on the road and is an extremely competitive race or rally car, or simply a very exciting road car. Amongst the top four fastest pre-war Aston Martins, this astonishing car would frighten most modern traffic and is a testament to the potential of the later cars that left the Feltham factory.



**1933 1½ litre 12/50 short chassis**  
**£140,000**

This car left the factory as a long chassis 'Standard' 2 door tourer. It was discovered in 1967 by the present owner in terrible condition on an airfield. As found it was already in short chassis specification and had the nose cone of what was thought to be a Meteor jet bolted to the rear of the chassis acting as rear coachwork. The car was incomplete and clearly needed a total restoration, so it was completely rebuilt with the expert help of Bill Ellwell-Smith as a 'New International'. The owner (a master craftsman) had a short chassis International and copied the bodywork of this car making a complete body frame in ash and had it panelled by a local company. It is therefore to the correct specification of the rare (only fifteen made) 'New International' in all respects.



**Coming soon, 1934 MKII**  
**£280,000**

A recently restored example by a reputable UK car restorer with good experience of pre-war cars. This car has had a very successful recent rally career and will make a superb car for touring or rallying in.

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## CASE HISTORIES

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**Year of manufacture** 1967/2006 **Recorded mileage** 55,980  
**Asking price** £34,950 **Vendor** Beech Hill Garage, Beech Hill, Reading, Berkshire; tel: 0118 988 4774; www.beechhillgarage.com  
**WHEN IT WAS NEW** (figures for a 1967 MGB)  
**Price** £988 **Max power** 95bhp **Max torque** 110lb ft  
**0-60mph** 12 secs **Top speed** 108mph **Mpg** 23

Eagle-eyed readers may well recall this unique Maserati A6GCS-inspired special, which featured as a *Your classic* in April 2012. The originator, David King, used the bare bones of a 1967 MGB GT as the basis for his creation. After he had produced all of the sketches needed, as well as a scale clay model, a wooden buck was constructed over which the alloy body was formed by local artisan Ian Pitney. Beneath the beautifully crafted panels sits a tubular chassis made by Bucks-based Street Steel that was fitted with the B-series engine, drivetrain and suspension.

The original unit has been rebuilt and tuned by Oselli. It was enlarged to 1840cc and equipped with a high-lift Oselli B271 cam plus a lightened flywheel, the cylinder head was gas-flowed and the standard valves were replaced with larger ones. The twin SU carburettors were swapped for a single 45 DCOE Weber and the uprated engine now provides about 120bhp – a worthwhile increase on the factory output. Thanks to the MGB transmission with Laycock overdrive, it retains its potential as a tourer.

Although the front suspension is largely stock, the rear set-up has been converted from lever-arm dampers to telescopics, with one leaf removed from the spring on each side. The 15in wire wheels are wearing 185R15 Avon Turbospeed tyres, all of which have plenty of tread.

Pressing the starter button and blipping the throttle instantly brings a smile to your face because the noise is more C-type than MGB. Out on the open road, the Pitchfork Special holds the road well – apart from a slight twitchiness from the front end – and encourages enthusiastic cornering.

For the right person, this could be a real hoot on the track or immensely enjoyable on longer rallies involving a few Alpine passes, but anyone much over 5ft tall will struggle to get comfortable with the bespoke seating and pedal arrangement as it is. That said, the cockpit could be modified with thought, which would increase the space inside. Plus, the price includes the drawings, manuals and the buck used for the body, plus a fresh MoT.



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#### INTERIOR

- Spartan trim helps to give it the feel of a period sports-racer

#### MECHANICALS

- Tuned engine; thoroughly sorted

**VALUE** ★★★★★☆☆☆

**For** A well-designed, superbly built one-off that's exhilarating to drive

**Against** It's not cheap; ergonomics will rule out some potential owners

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**£79,950**

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**1917 Dodge Hornsted Special**  
**£25,000**

A super replica of Captain Hornsted's Brooklands racer which looks the part and is very exciting to drive.



**1932 Wolseley Hornet Special**  
**£34,500**

Six cylinder overhead cam Hornets are really good fun to drive. This one has a very rare Trinity 2/4 seat body.



**1910 Daimler 22 hp**  
**£67,500**

A very correct high quality English touring car in fine useable condition having been the subject of a great deal of work.



**1928 Sunbeam 16.9**  
**£46,500**

Sunbeam made very fine motor cars as this ex Bill Boddy six cylinder sports tourer amply demonstrates.



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**£85,000**

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### 1960 FACEL VEGA HK500

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Jaguar XJ220 1,500 kms LHD



De Tomaso Mangusta 1970 good history

- Alvis Barson Special
- Aston Martin DB2/4 MK1 LHD
- Aston Martin DB2/4 MK3 LHD
- Aston Martin DB4 S2 LHD
- Aston Martin DB6 RHD Manual
- Bentley Brooklands Mulliner R

- Bentley SI Silver with Grey trim RHD
- Ferrari 250 GTE Restored LHD
- MGA Twin Cam Coupe LHD
- Porsche 911T Restored LHD
- Rolls Royce Silver Cloud III RHD Drophead
- Triumph TR2 Long Door LHD



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**canepa****1963 Mercedes 300SL**

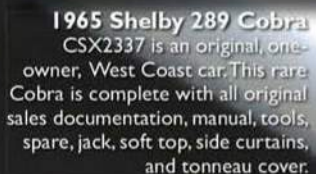
The second to last 300SL ever built. Rare all-alloy engine. Complete with Mercedes-Benz Zertifikat, and Fahrzeug-Data card, original hardtop, luggage, books, tools, spare, and jack.

**1989 Porsche Speedster**

One of 797 special 911s brought to the US in 1989. This original, unrestored car is like new with only 10,536 documented miles. Complete with books, tools, and jack. Detailed and fully serviced.

**1992 Ferrari 512 TR**

The evolution of the iconic '80s Testarossa, this 512 TR is in perfect, as new condition. Fully serviced and concours detailed in the stunningly rare color of Blue Chiaro Metallizzato.

**1965 Shelby 289 Cobra**

CSX2337 is an original, one-owner, West Coast car. This rare Cobra is complete with all original sales documentation, manual, tools, spare, jack, soft top, side curtains, and tonneau cover.

**1973 Porsche 911T**

An original car, with documented low mileage. Rust and accident free, with its original paint and interior, renewed to a concours level of fit and finish. Fully mechanically serviced.

**1947 Mercury Woodie**

Ordered new by the governor of Michoacán, Mexico, this Series 79M is the result of an amazing 13-year, period correct restoration. As built in 1947. Ready to be shown, driven and enjoyed.

**1965 Porsche 356C**

This exceptionally maintained West Coast, matching numbers car is complete with Kardex, books, tools, jack and spare. Serviced, detailed and ready for driving, or the concours lawn.

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E-Mail: [bernard.marreyt@skynet.be](mailto:bernard.marreyt@skynet.be)**Siata Daina Trasformabile LHD - 1952**

Ultra-rare and beautifully restored Siata.

Matching numbers: SL 0168

ASI Targa D'Oro and Certificato Fiat Registro with mention of exceptional condition.

Just fully serviced in our classic car workshop. A dream to drive and enjoy!

Price: 178.000 Euro

**Bandini Maserati barchetta LHD - 1953**

The only Bandini which was fitted from original with a Maserati engine. Initially 4 cylinder, now A6 1.5 liter 6 cylinder in line + triple twin Weber carbs.

Beautiful racing history in the USA (Sebring, Nassau, Thompson, etc...). Completely restored under supervision of Bandini experts in Italy in 2003. Very well documented. This barchetta has it all: unique, famous racing history, super sexy looks, superb quality, Maserati power, glorious sound, great potential for all historic competition events in the world.

Price: ASK

**Lancia Appia Series I Saloon RHD - 1953**

Sold new in Switzerland and always chauffeur driven for long term lady owner. Completely restored by my Swiss Lancia collector-friend Jean-Pierre.

Described with nothing but superlatives by period automobile journalists.

Very charming & comfortable saloon which competition aspirations (identical Appia saloon participated at 1954 & 1955 Mille Miglia).

Price: 29.500 Euro

**Lancia Aurelia B55 Beutler Convertible LHD - 1955**

One-off, very stylish exotic Lancia Aurelia variant.

Coachbuilt completely in aluminium by the Swiss coachbuilder Beutler into a comfortable 4-seater cabriolet. Remained all her life in Switzerland. Last 36 years in the hands of fanatic Lancia collector.

Matching numbers. Powerful 2.3 liter V6 and typical for Aurelia transaxle weight distribution.

Was presented at Concorso d'Eleganza della Villa D'Este in 2001.

An opportunity not to be missed!

Price: ASK

**Jaguar XK 150 3.4 Roadster LHD - 1958**

The ideal Jaguar convertible for this summer!

Our classic car workshop overhauled the engine, fitted a 5-speed Getrag gearbox and original hydraulic power steering.

Bucket seats for better lateral comfort, louvres in the bonnet for cooling and sporty looks, a luggage rack for extra space and charm.

Very well sorted Jaguar XK, looking very smart and absolutely ready to go!

Price: 126.500 Euro

**Peugeot 403 Cabriolet LHD - 1959**

Very much sought after and exactly the same one as driven by Peter Falk in his role as Lieutenant Columbo. One of the only in 2,050 ex. produced 403 cabriolet models.

In excellent all round condition looking very smart in gun-metal grey metallic with very nice beige leather interior, new carpet set and excellent double duck black hood.

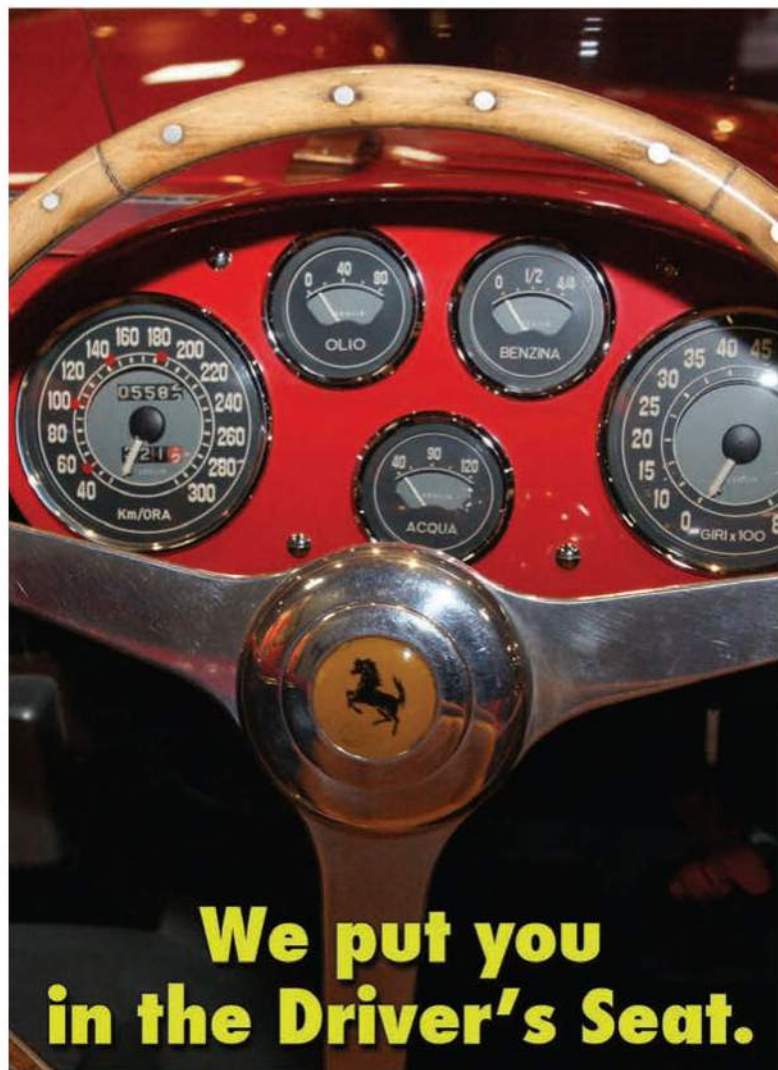
Mechanically completely overhauled. Drives like a dream. Probably the most reliable 4-seat convertible one could own.

Price: 78.000 Euro

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## CASE HISTORIES

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### MORGAN PLUS FOUR DHC

**Year of manufacture** 1951 **Recorded mileage** 38,022

**Asking price** £32,000 **Vendor** Vintage & Prestige, Grays, Essex; tel: 01375 379719; www.vintagerollsroycecars.com

#### WHEN IT WAS NEW

**Price** £880 7s 9d **Max power** 68bhp **Max torque** 111lb ft  
**0-60mph** 17.9 secs **Top speed** 85mph **Mpg** 27

This charming 'flat-rad' Morgan, said to be one of the Malvern Motor Show cars in '51, looks as if it was beautifully restored a while ago and then put away. It's excellent structurally and cosmetically, but it needs the cobwebs blowing out. Sadly, there is no record of who did the work or when.

The body is dead straight and the paint almost unfeasibly shiny for a Morgan. The chrome is mostly smart, with one tiny ding on the rad shell and lightly speckled hubcaps. The tyres look like ancient Michelin Xs with lots of tread, but must be more recent because the sidewalls are supple and just lightly cracked, with unused twin spares. The lined hood looks new, and the only fault is that the offside door is a bit tight, but it closes flush.

The leather hasn't had much wear, the refinished timber dash is lustrous (but the dials look a bit tired) and the sprung Bluemels wheel is good.

It has a rebuilt 2.1-litre Standard unit, still with dynamo and cartridge-type oil filter. There were no leaks where the car had been standing and the motor was dry. Its oil is golden and to 'Max'; the coolant topped up.

The battery was flat, so the 2088cc 'four' needed a fair old churn on a booster pack, and ran only with it attached, because the generator doesn't appear to charge. The throttle linkage is sticky so you have to kick the high tickover off and there was obviously some residual pressure in the brake hydraulics because the pedal is near solid (and loose on its mounts), plus the brake lights were permanently lit. But, the drums are firm and don't drag, there isn't undue play in the steering and it has plenty of go, with decent gearchanges. Few of the instruments seem to work – the oil-pressure gauge displaying random numbers – but the temperature was steady at 75°C.

Fundamentally, this is a nice sound car, although it wants a good going-through, which V&P's Richard Biddulph promises it will get before it's sold.



#### SUMMARY

##### EXTERIOR

- Gleaming respray; fine chrome

##### INTERIOR

- Seats hardly worn; dash refurbed

##### MECHANICALS

- Recently rebuilt in miles but not in time, so it needs to be sorted

**VALUE** ★★★★★☆☆☆

**For** Super cosmetic condition

**Against** Not quite ready to go yet

**SHOULD I BUY IT?**

It's all there and looks lovely, but have a good feel of it after it's been through the workshop. And check those brake lights go out... maybe insist on an MoT test





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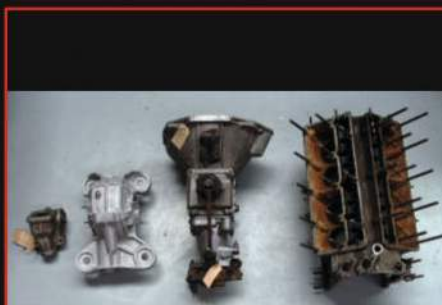
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€27,000



### 1964 Lancia Flavia Pininfarina Coupé

1800cc version with carburetor. 5ed leather interior. 9ery elegant. A baby Ferrari 250GTE. Known for fabulous road handling. Car with patina. Paint and engine original. Attractive car.

€22,500

For further information, please contact Lennart Schouwenburg at Strada e Corsa Phone: 0031-23-5420009 • office@stradaecorsa.com

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# WinSpeed of Guildford



## 1955 JAGUAR XK140 SE FHC Left Hand Drive Chassis No.: S 814978

Finished in Dark Blue with excellent Burgundy Red leather trim, this Left Hand Drive SE Coupe is an ideal and very civilised candidate for Classic Continental Rally events. The car is fitted with Schroth seatbelts, Gti Rally Twin tripmeter, a fire extinguisher in the passenger footwell, a battery isolator key. Still on Drum brakes with Chrome Wire Wheels and fitted with Dunlop SP Quallifier tyres. Recommissioned by WinSpeed after long term storage. £64,995



## JAGUAR C-Type Replica

Alloy body by Shapecraft. 4.2 Ltr Triple SU engine. 4-speed manual with Overdrive. Exceptional build quality. BRG with Green trim. Adapted for Taller Drivers!

£79,995



## 1952 Jaguar XK120 Roadster Chassis No.: 671111

BRG with Suede Green trim. Maintained and improved by WinSpeed. Originally supplied to Hoffmans of New York. Body-off renovation in 1989. Delightful early example in great condition with original engine and 5-speed Getrag gearbox, for long-distance touring. Full weather equipment. Driving beautifully. £74,995



## Jaguar XK120 Roadster Broadport No.: F1080

Broadport No.: F1080 by Guy Broad. Aluminium body by Leaping Cats. Disc Brakes all-round, Turrino wire wheels, 5-speed gearbox

If you want a fast, elegant & dramatic XK120 Roadster you can't find much better than this!

£125,000

NOTE: The Registration No.: 120 XK is NOT included in the sale price and is available by separate negotiation



## 1967 Jaguar Mk2 3.4

Finished in Golden Sand with Red interior trim, this is a remarkably genuine and well cared for example. Its 3.4 Litre engine is remarkably smooth and brisk and runs through the all synchromesh 4-speed/Overdrive gearbox introduced in 1964.

It also possesses original Jaguar Power Assisted Steering. Instantly usable and known to and maintained by WinSpeed for very many years this is a truly pleasing example. £22,995



## 1963 Jaguar E-Type Series 1 3.8 Roadster

Genuine, matching numbers, UK, RHD example in exceptional condition and driving beautifully. Very long-term recent ownership with original Buff Logbook. An important car for both collector and enthusiast. POA

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silver, Interieur blue, rudge

MB 540 K Cabriolet A year 1938

MB 300 SL Roadster year 1962,  
disc braker, very good condition

MB 300 SL Coupé in restoration

MB 15/70/100 year 1924 nice patina

Aston Martin DB5 good condition

Porsche 911 SC Cabriolet  
very good condition

Porsche 911 SC Coupé first owner  
58.000 miles





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**Dax Tojiero 427 Cobra.** (The Daddy) 2012 IVA registered. Awesome spec. 454ci big block, 500BHP, 6 speed. Fully detailed engine bay! 4 into 1 chrome side exhausts. Unmarked metallic midnight blue. 17" Halibrand replicas, immobiliser, harnesses. Private registration included "COBRA E". Ridiculously fast & breathtaking **£44,995**



**Dax Cobra 427 (removable hardtop).** Imperial blue pearl, white le-mans stripes. Luxury leather, Williams harnesses. Tuned 350 Chevy V8 (5700 cc) Edelbrock dressed, Holley carb, S/S lined engine bay. Fully detailed! Tremec box. Massive 4 into 1 S/S pipes. A rare opportunity to own a cobra with a removable factory hard-top. **£38,995**



**Awesome GD 427 Cobra,** Built 1998-2001 by a very fussy engineer. Show winning & practical Cobra, shattering performance! Chevy 6.3 litre stroked, balanced & blue printed V8 by Ken Colman of EDA, producing 450bhp, Tremec box, Jag running gear, P/A brakes. Full build history. Ferrari red, twin le-mans stripes. Absolutely superb. **£29,995**



**Beautiful AK Cobra replica (black beauty)** Gleaming metallic black/twin silver Le Mans stripes. Luxury black leather & carpets. Williams harnesses. 5.7 Ltr V8 with fully dressed & detailed engine bay inc S/S side panels. Halibrand replica alloys. Too much to list! Full wet weather. Stunning example of the much sort after AK Cobra **£34,995**



**Beautiful Metaline Cobra replica** (Rolls Royce of Cobras) Finished to the very highest standards, no expense spared!! Tuned FE 390 7 Litre V8 with correct top loader (4 speed) Dove high lift cams, roller rockers. Double valve springs, Mcloed clutch, 4 barrel Holley carburettor. Very fast and sounds like thunder!! **£39,995**



**Beautiful Ram Cobra** (383 6.3 Ltr supplied by Huddart engine) Lightweight chassis designed by Adrian Reynard. Gleaming Ford deep metallic red, luxury leather. Smiths gauges with speedo in reverse! Tuned 383 (6.3 Ltr) Chevy V8. Edelbrock manifold, Holley street avenger 670 carburettor. 1 owner! Very low miles(373). Fantastic Cobra! **£34,995**



**Dax Cobra De Dion chassis (Eleanor)** Metallic grey/twin black Le Mans stripes (Shelby colours) matching h/top. Twin S/S 4 into 1 side-pipes. 18" Halibrands. Hi spec 350ci 5700cc Chevy V8 (Real steel) Massive BHP/engine spec. Edelbrock E-street alloy heads, performance inlet manifold etc. Tremec TKO 500 box, Stunning! **£49,995**



**Stunning Super-charged AK 427 Cobra replica.** Gleaming metallic blue/white stripe. Beautifully detailed interior. 5.7 Ltr V8 with Weiland high performance super-charger (very fast) Edelbrock detailed engine bay. Riveted bonnet. Huge Halibrands alloy wheels. Stainless steel detailing throughout. Looks incredible! **£44,995**



**Beautiful Dax Cobra,** De-dion chassis. Built & registered as new on 56 plate. Metallic black with twin silver Le-Mans stripes. Stroked Chevrolet V8, 6.3ltr 383ci producing enormous power & torque. 18" Halibrand alloys. P/S. Magnificent example of the much sort after De-dion chassis Dax cobra. Top spec supercar for only **£39,995**



**Stunning Porsche 356 Speedster replica.** SVA tested 2008 & correctly registered. Beautiful coachwork, unmarked chrome lights, mirrors, aluminium Porsche trims & badges etc. Luxurious interior, blue carpets & leather seats. 1641cc engine was supplied by RemTec, twin Webbers. Valuable private plate. Great value fun car at **£18,995**



**Super Cobra replica by Pilgrim Cars.** Old timer registered 1985 so perfect for export! Brilliant hard wearing Green Gel coachwork, beautifully polished! Luxury interior. Lots of space for the bigger driver. 2.8 Cologne V6 Ford engine with recent fully documented engine re-build by "Car Clinic". Twin choke Webber, S/S side pipes. Excellent value. **£14,500**



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- **MG TD** : Ex Bernie Ecclestone, concours restoration, currently owned by F1 Team owner
- **Porsche 911 RS 2.7** : Yellow, Touring restored by RUF to Lightweight specs, the very best driving RS
- **Porsche 996 RS** : 2001 British GTO champion, the only 996 sponsored by Porsche, restored and ready to race
- **Porsche 996 GT3 MK1 Club Sport** : 55000km, Swiss car, two owners, FPSH, number 123

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# CASE HISTORIES

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## PORSCHE 911 2.2S

**Year of manufacture** 1971 **Recorded mileage** 21,466  
**Asking price** £210,000 **Vendor** Autofarm, Weston-on-the-Green, Oxfordshire; tel: 01865 331234; www.autofarm.co.uk

### WHEN IT WAS NEW

**Price** £4989 **Max power** 180bhp **Max torque** 147lb ft  
**0-60mph** 7 secs **Top speed** 143mph **Mpg** 19

This splendid 911 has covered under 4000 miles since its last cosmetic refreshment in 2007, which involved a colour change from its factory brown to Blood Orange – and Autofarm knows its history from new, having looked after the car since 1985. It has been in this ownership since '88.

The body appears rot-free and looks only recently reassembled, being super-clean underneath and in the arches. There's no rot in the front or the boot floor, above which there's a venerable P6 on a lightly kerbed spare. The other alloys are perfect, shod with decently treaded Yokohamas that date mostly from 1989, so it could do with new tyres. The heat exchangers and oil pipes look fresh, the exhausts are good and there are mint fasteners all over the motor, which received a hydraulic cam-chain tensioner upgrade 16 years/8000 miles ago. The oil is less than 1000 miles old.

The paint is still pretty smart and all the brightwork looks 'used' with light scratching, plus the usual slight corrosion on the front horn grilles, but it's all original. The only real blemish is a gouge in the nearside window and door frame trim, and there's a touch of overspray on the offside rear over-rider. The engine lid is aluminium, as standard, so needs not to be slammed.

Inside, the vinyl is tidy and undamaged – the same goes for the dash rolls – and the carpets were replaced in 2007. There's a period Blaupunkt radio, plus it has rear seatbelts, and the electric windows work fine.

The Porsche starts easily after a whirry churn – with no smoke or nasty noises – and, once the tickover settles, the injection butterflies 'breathe' and flutter charmingly to themselves with each pulse of the flat-six.

It is a joy to drive, with a taut ride, super-direct steering, tracking and braking straight. Oil pressure, warm, is just over 60psi at 4000rpm – spot-on for a 911 – and there's noticeable extra urge when you push it past 5000rpm. It's deceptively rapid, giving away almost nothing to a 2.4. The only fault is that the synchros in the 901 dogleg 'box are a bit weak on second and fourth, but the transmission will be rebuilt within the price.



### SUMMARY

#### EXTERIOR

- Repainted in 2007; still nice

#### INTERIOR

- Unworn and mostly original

#### MECHANICALS

- All sorted; updated tensioners

**VALUE** ★★★★★☆☆☆☆

**For** Rare model; fabulous to drive

**Against** Not as torquey as a 2.4, though it's just as expensive

#### SHOULD I BUY IT?

Bonkers money, but looks sensible against most small-bumper 911s in the wake of the RS 2.7 madness. Trouble is, if you test drive it, you'll want to sell your granny to own it

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### 1991 PORSCHE 944 S2 CABRIOLET

In Guards Red, 3.0 ltr 944 Cabriolet, in excellent condition inside & out and with FSH. Last owner, 9 years

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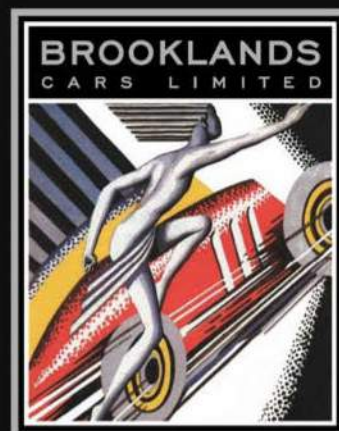
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Carroll Shelby with CSX 7503



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**Jaguar XK 150 3.4 "S" Coupe** Red with tan interior, 1959. Matching numbers, an excellent well documented 4 owner car with history. Very low mileage. Well restored. Upgrades include 5 speed CJ-5 gearbox, Bridgestone 215/70R15 tyres on chrome wire wheels. Coopercraft 4 piston front brakes, seat belts, power steering, Hi torque starter, Mallory ignition. Original reg no WYW 436.



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**BMW Alpina M535i** Automatic Metallic Black with all correct Alpina decals and badging. Very rare. One of only 24 RHD Alpina from Sytner BMW UK. Superb car. Registration B10 ALP. New MOT. More details on my website.

### Roger Williams

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**Rover 3500 Coupe P5B Automatic 1972**, 65,000 miles 4 previous owners, full supporting documentation, recent bare metal respray with pictures, no rust, original leather, good carpets and drives superbly, modern immobiliser, 12 months MOT **£12,950**



**BMW 318 Convertible 1991**, manual, red, grey trim, 2 owners full history, outstanding **£5995**



**MGB GT 1971 manual/overdrive** virtually one owner until 2013 (Father & Daughter) exceptional condition, had a bare metal respray (including under bonnet) in 2013 with supporting photographs, confirming no new panels or welding during its life. Now looking very smart with its original trim with new carpets and a Motolita wheel (original with car). Unusually this car is fitted with the chrome Rosstyle wheels which were an extra in period. This must be one of the best B's on the market, full details on website 9 months MOT **£10,950**



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## 1937 MG T/Q 2-SEAT SPORTS

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**PORSCHE 997 C4S CABTIPTRONIC (2006) only 6,000miles.** This stunning 1 owner low mileage high spec example is "like new". Supplied new by me & serviced by Porsche it must be one of the lowest mileage available, finished in classic Silver with navy leather & hood, **FANTASTIC. £41,911**



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VIN: 1FAFP80S04Y400004 BUILT: 2003

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Some of the exterior differences between CP-1 and production GTs are easy to identify. Underneath the chassis are working emission pipes for testing different grades of fuel. Protruding from the back bumper are extra large exhaust pipes. This was the beginning stage of the "off the shelf" Borla exhaust system. To deter imitations from other car companies, the A/C controls were hidden under a metal panel. The silver trim rings on the seats were attractive but didn't hold up in the durability test and were not put into production. Look up and you will see one of Camilo Pardo's original design features, an aluminum headliner. This was ultimately dropped in favor of a traditional sound padded roof in an effort to reduce cabin noise.

Open the engine compartment and the real story unfolds. This car was fitted with a carbon fiber rear clamshell. At a cost of over \$45,000.00 each, the carbon fiber clamshell was scrapped due to obvious budget constraints. The most obvious feature of the motor is its ominous black supercharger and valve covers which were replaced by the production silver blower and painted Ford Blue valve covers.

While boasting many unique features, some of which never made it into production, CP-1 takes its place in Ford GT history as the test bed for several of the distinctive hallmarks of the Ford GT program. Signed by 13 members of the original design team including Carroll Shelby, Camilo Pardo the Ford GT Chief designer, Bill Ford and Fred Goodnow the Ford GT Chief Design Engineer. P.O.A.

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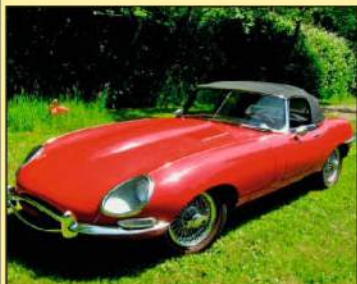
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**1954 MGTF** - LEFT HAND DRIVE, WIRE WHEELS, DRY STORED - UNUSED SINCE THE LATE 1960s. NICE RESTORATION PROJECT.

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**1955 AC ACE - ORIGINAL RIGHT HAND DRIVE** / CORRECTLY LISTED IN THE AC ACE CLUB RECORDS / HAVE KNOWN THIS CAR FOR MANY YEARS / PLAN TO HAVE THE AC 6 CYLINDER ENGINE FULLY OVERHAULED DURING THE WINTER MONTHS AS CURRENTLY OUR SCHEDULE IS RATHER BUSY UNTIL OCTOBER. FULL CAR WILL BE SUPERB THROUGHOUT.



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## TRIUMPH TR3

**Year of manufacture** 1955 **Recorded mileage** 37,973

**Asking price** £36,995 **Vendor** Hurst Park Automobiles, East Molesey, Surrey; tel: 01372 468487; [www.hurstpark.co.uk](http://www.hurstpark.co.uk)

### WHEN IT WAS NEW

**Price** £976 **Max power** 95bhp **Max torque** 117lb ft  
**0-60mph** 12 secs **Top speed** 105mph **Mpg** 28

This Signal Red car from the first year of TR3 production comes with a pair of bulging history files and a book outlining its upgrades. Originally on the press fleet, the TR3's rich past includes being rolled at the Nürburgring, being lost in a game of *Monopoly*, then being meticulously restored in the 1990s and having more than £55,000 spent on it over the past 15 years.

The result is a sports car that has been painstakingly developed to make a reliable, comfortable cruiser. It boasts rack-and-pinion steering, an alternator, electronic ignition, a handling kit, inertia-reel belts, four-pot front calipers, pancake filters et al. A previous owner was tall so the hood frame has been altered to increase space, creating a surprisingly roomy cabin. There's also a variable switch for intermittent wiping, which is really useful. Less successful is the placement of the aftermarket 15in Mike Lempert wheel (with the single spoke at 12 o'clock) and the TR7 stalk to take the indicators and horn off the boss. Both are easily improved, though.

It's extremely smart overall. The chrome is excellent, as is the paint, but there are a few chips and the odd ding in the rear arch guards. Panelfit is good for a TR3. The interior is lovely, too, bar the odd scuff. Underneath everything looks solid, though the chassis could do with sealant in places.

The engine bay is tidy and all the fluids are to level, with clean oil. There is a second coil on the inner wing and the exhaust manifold is wrapped.

Turn the key and you will hear an electric fuel pump priming the carbs before you press the starter and the willing, uprated 'four' bursts into life, by the sound if it with the aid of a high-torque starter. With a typically heavy clutch and taut 'box' – overdrive on the three top gears snaps in instantly – it is a pleasure to hustle, with direct steering and eager power.

It tracks and brakes straight, an electric fan means it never gets hot and the oil pressure is strong. When parked, there are no visible drips or leaks.

Riding on nearly new Toyo 155/R15s on mint chrome wires, the TR3 is perfectly set up for touring, as illustrated by the luggage rack. Ready to go.



## SUMMARY

### EXTERIOR

● Not quite concours, but first impressions are outstanding

### INTERIOR

● Nicely worn in and only needs a clothes peg for the choke knob

### MECHANICALS

● Solid, robust and properly sorted  
**VALUE** ★★★★★★☆☆☆

**For Smart**, but not intimidatingly so  
**Against** A bit pricey and modified, but the latter can also be a plus

### SHOULD I BUY IT?

It has been set up expensively to be a touring rally car, so it would be a shame not to keep using it like that







**ASTON MARTIN V8 VOLANTE, 1985**, Cannock Black/Natural/Tan Everflex top, 36,000 miles from new, Rare 5-speed manual, Long term AMOC ownership, Superb in every way, see website for specifics/detail photos. **\$235,000.00**



**FERRARI 365 GTB/4 DAYTONA COUPE, 1971**, Rosso Nearco/Black, Restored, 3-Owners from new, Factory a/c, Original Becker AM/FM radio, Borrani wire wheels, Full service and ownership history, USA specification, Matching #'s, Documented by Massini. Excellent in every way! **\$850,000.00**



**ASTON MARTIN DB SHORT CHASSIS VOLANTE, 1965**, Winchester Blue/Blue/Blue top, 1,000 miles since complete concours restoration, 5-speed ZF transmission, LHD, 1 of only 37 manufactured. **\$P.O.A.**



**FERRARI 365 GTC, 1969**, Blue Sera/Tan, 50k orig. km's, Restored, Factory air, Campagnolo wheels, complete books and tools, exceptional throughout with wonderful service and restoration history. **\$P.O.A.**



**ASTON MARTIN DB6 VANTAGE COUPE, 1966**, Light Green Met/Black, Restored in the early 1990s, Matching numbers, Factory original LHD, Factory original Vantage specification 1 of 37, 5-speed manual, Excellent ownership history, Currently for sale in UK, inspection by appointment. **\$575,000.00**



**PORSCHE 911 CARRERA RS LIGHTWEIGHT, 1973**, Light Yellow/Black, First-Series M471 Lightweight, Excellent provenance, Period racing history, Restored by noted Nate Cantwell, Concours-Best of Show Quality. **\$P.O.A.**



**MERCEDES BENZ 280 SE 3.5 CABRIOLET, 1971**, Moss Green/Saddle Tan/Tan top, 4-speed automatic, Restored, Original Colors, Factory a/c, 57,000 miles from new, 2-owner's from new, Original books and records documenting its history. **\$395,000.00**



**ASTON MARTIN V8 VANTAGE COUPE (RARE MOLDED FLIP TAIL 1 OF 23), 1978**, Royal Cherry/Fawn, Restored, LHD, Tremec 5-speed manual transmission, 6.1 liter engine, 1 of only 11 Flip Tail Vantages imported to the USA. **\$P.O.A.**

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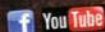
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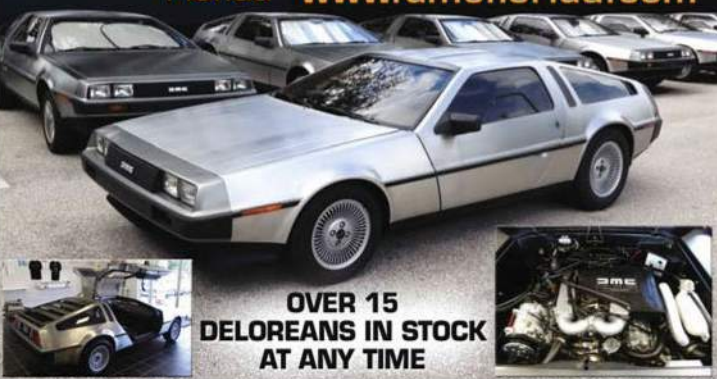


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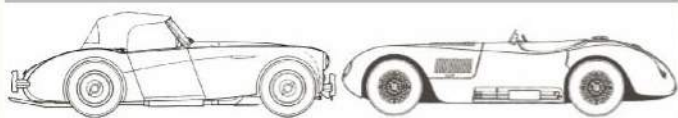
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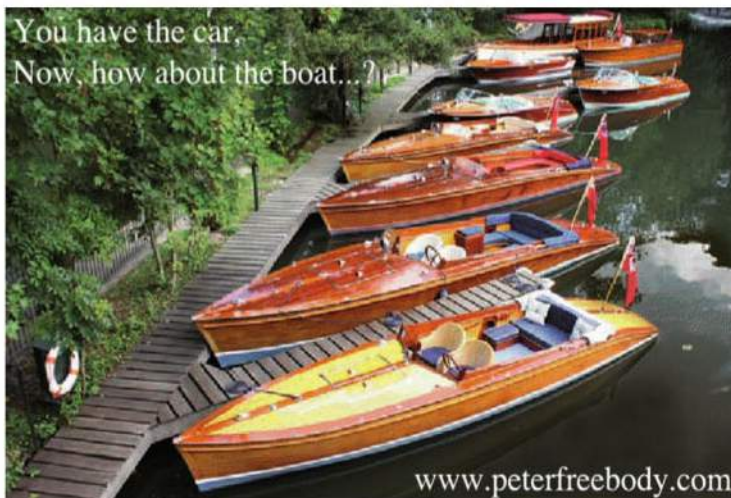
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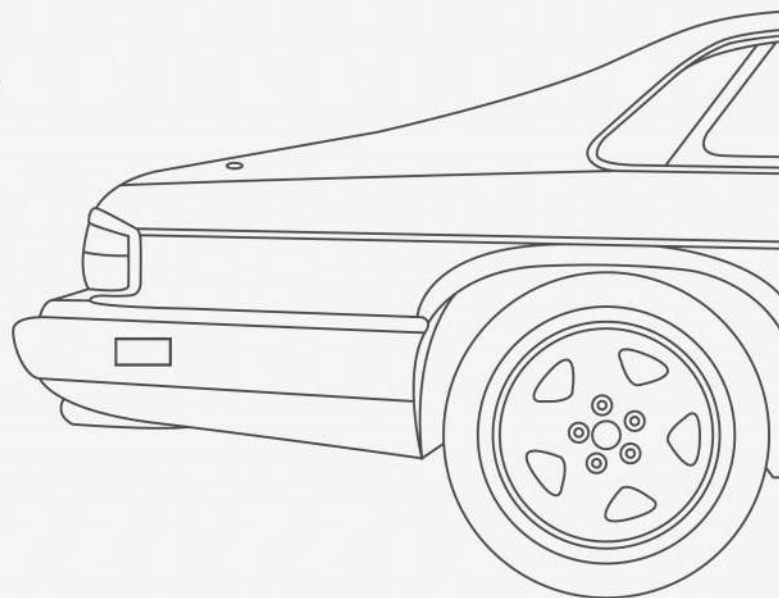
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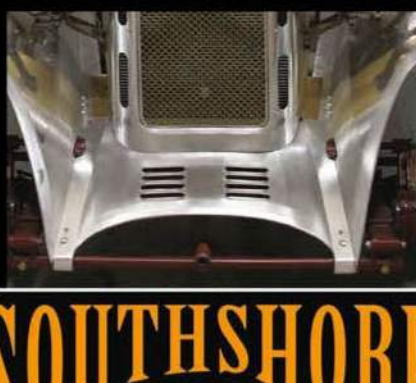


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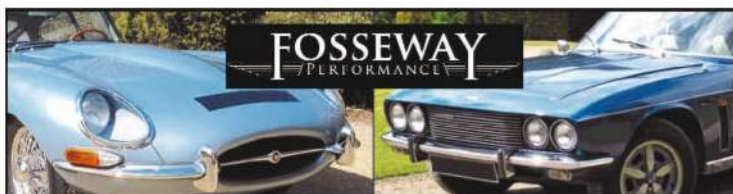
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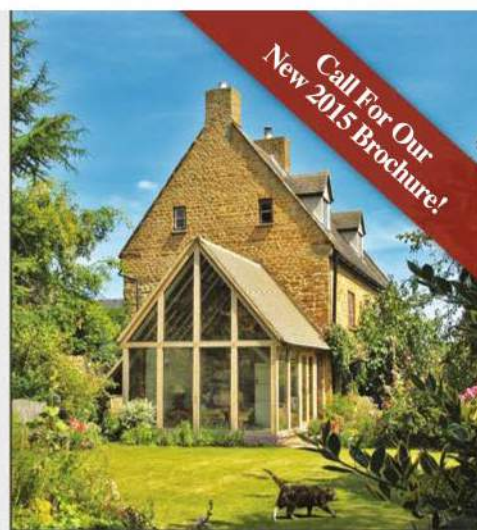
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| INITIALS | I HPW<br>\$39,995 | IAMF  | BF 8  | 6 DOP | EPD I | 1FHL  | I HDF | IJVG  | IKSE  | 1LKA  | MGE I | 1NSN  | PVG I | 5 SHD | TSF I | IVMC  | IWR   |
|          | 2 MDN<br>\$6,995  | 8 APN | CV 1  | 6 DPN | 1EPN  | FKC I | I HFD | 39 K  | IKUF  | 3 LKG | 4 MGG | 1NSP  | 2 PWW | 1SJJ  | TSL I | IVMM  | IWSK  |
|          | I HPW<br>\$39,995 | BBF I | 6 CEG | IDSE  | 2 EPW | 1FTR  | I HFG | KBB I | IKUN  | 7 LKP | MJY I | 1NVH  | RBR 5 | SNS 6 | ITTA  | IVSC  | IWUG  |
|          | I HPW<br>\$39,995 | IDBO  | 7 CGL | DVS 7 | 2 ERW | 1FVH  | I HMF | IKCO  | KY II | 3 LMD | MPC I | 1NWG  | 1REO  | ITCF  | ITTK  | VJ I  | IWWL  |
|          | MFF I<br>\$49,995 | 80 BE | 1CKM  | EAD I | 3 ESB | 1GEY  | 5 HJE | 1KDC  | 1LBK  | 1LMG  | MV 4  | 1OON  | 1RFR  | TCL 5 | TWD 8 | 8 WAG | IYAB  |
| INITIALS | I HPW<br>\$39,995 | 1BFF  | 7 CLE | 8 EAP | 6 ESH | 9 GF  | 6 HJG | KDJ I | 4 LCE | 3 LN  | 1MVN  | 1ORC  | 1RJD  | 1TCO  | 1UY   | 1WCD  | IYBA  |
|          | MFF I<br>\$49,995 | 5 BFS | 1CNE  | 1EOD  | 1ETS  | 8 GFC | 5 HLJ | 1KFA  | 5 LCR | LO I  | 4 MWJ | 3 PCF | 1RJO  | 68 TE | 1VAF  | 1WCP  | YGR I |
|          | I HPW<br>\$39,995 | 1BFY  | 1CNJ  | EDR 3 | 1EVG  | GHT I | 1HO   | 1KFG  | 1LCT  | 1LPV  | NDS 6 | 1PEX  | 5 RKC | 1TET  | 1VCJ  | 1WEC  | IYJL  |
|          | I HPW<br>\$39,995 | 1BZ I | 1CUR  | 1EWH  | 9 GJ  | 9 HR  | 1KFR  | LDL 7 | LSJ 4 | 1NHF  |       | 4 PFR | 1RNC  | 1TGT  | VD 2  | 1WEP  | 1YL   |

**This could be *your* year**

|         |         |         |
|---------|---------|---------|
| 1985 PC | 1990 AB | 1980 MJ |
| 1977 CW | 1987 PA | 1987 SA |
| 1960 LC | 1962 JO | 1980 GC |
| 1988 KS | 1977 PD | 1987 AN |

|                            |                                   |                      |                    |                      |                    |                      |                    |                      |                     |                      |                    |                      |                      |
|----------------------------|-----------------------------------|----------------------|--------------------|----------------------|--------------------|----------------------|--------------------|----------------------|---------------------|----------------------|--------------------|----------------------|----------------------|
| <div>NAMES AND WORDS</div> | <b>N34 VES</b><br><i>Neaves</i>   | ALB 820W<br>ALC 602N | Albrow<br>Alcorn   | BUR 220W<br>BI12 TON | Burrow<br>Burton   | EAR 213S<br>EDK I15S | Earles<br>Edkins   | HI18 BLE<br>H16 K16E | Hubble<br>Huckle    | M660 UGH<br>M611 R9Y | McGough<br>McIlroy | PI16 HER<br>PLE 571D | Pilcher<br>Plested   |
|                            | <b>OAM 10N</b><br><i>Damion</i>   | ANN 41D<br>APP I14H  | Annard<br>Appiah   | CAR 213Y<br>C420 LAN | Carley<br>Carolan  | EDW 420S<br>FAN I10N | Edwards<br>Fannon  | J415 WAL<br>JEL I13Y | Jaiswal<br>Jelley   | M611 R9Y<br>MCN 412R | McKane<br>McNair   | PLE 571D<br>POW I13Y | Pottler<br>Powney    |
|                            | <b>BI2I DES</b><br><i>Brides</i>  | ARG 71IE<br>ASK I14M | Argyle<br>Askham   | CAR 270N<br>CAT 71IN | Carton<br>Catlin   | FAR 215H<br>FAR 223N | Farish<br>Farren   | J311 NER<br>KAT 421A | Jenner<br>Kataria   | MCN 316E<br>M6A 606K | McNeice<br>Meacock | PUT 716K<br>RAH I14N | Puttick<br>Rahman    |
|                            | <b>B4 TON</b><br><i>Baton</i>     | AVE 742D<br>AYR 270N | Aveyard<br>Ayrton  | CAU I16E<br>CAU 532R | Cauance<br>Causier | FEN I10N<br>FER 221E | Fenlon<br>Ferien   | KEA 213Y<br>KEN 216K | Kearley<br>Kennrick | MEN I11E<br>MER 231L | Mennie<br>Merrell  | ROA 61IE<br>SAW 732S | Roache<br>Sawyers    |
|                            | <b>ORM 4N</b><br><i>Orman</i>     | B466 OTT<br>B410 GUN | Baggott<br>Balogun | CAV 311L<br>CHE 271E | Cavell<br>Cheryl   | FER 215S<br>FET 773S | Ferris<br>Fettes   | KER 221E<br>KHA I24A | Kerrie<br>Khaira    | MER 216K<br>MER 21IN | Merrick<br>Merrin  | SHO I32N<br>SHE 321Y | Sheerin<br>Shorey    |
|                            | <b>MO12 AGS</b><br><i>Morag</i>   | BAR 273R<br>BAT 773E | Barter<br>Battye   | C147 DEN<br>CLU I11E | Clayden<br>Clunie  | FON 536A<br>FOW 135S | Fonseca<br>Fowles  | K132 NAN<br>K112 KUP | Kiernan<br>Kirkup   | MER 270N<br>MOL I13R | Merton<br>Moller   | SKE 311Y<br>SME 337H | Skelly<br>Smeeth     |
|                            | <b>AMA 22R</b><br><i>Amar</i>     | BEA 211E<br>BEN 21IE | Bearne<br>Benzie   | COB 841N<br>COL I37T | Cobain<br>Collett  | FRE 334R<br>FUL I16K | Freear<br>Fullick  | MOR 41IS<br>KUR 214N | Kooner<br>Kurian    | MOR 41IS<br>MOS 620P | Morais<br>Moscrop  | SMY I11E<br>STY 703R | SMylie<br>Stockner   |
|                            | <b>STO 22IE</b><br><i>Storrie</i> | BER 21IL<br>BHA 471A | Berrill<br>Bhatia  | COL 155S<br>COR 221E | Collis<br>Corrie   | G311 TLE<br>G247 TON | Gentle<br>Gratton  | LAM I11G<br>LAP I14M | Laming<br>Lapham    | M16 I6AL<br>MUL I37T | Mughal<br>Mullett  | STY 713R<br>T41 SEY  | Styler<br>Tansey     |
|                            | <b>VOW 13S</b><br><i>Vowles</i>   | B146 KER<br>BLE 453E | Blacker<br>Blease  | COW 671E<br>COW 135S | Cottle<br>Cowles   | G213 VES<br>G211 NDY | Grieves<br>Grundy  | LAP I02R<br>LET I14M | Lawlor<br>Letham    | MUL I10Y<br>NOB I37T | Mulloy<br>Noblett  | T388 UTT<br>TEM 913E | Tebbutt<br>Temple    |
|                            | <b>F42 HAN</b><br><i>Farhan</i>   | BLU 270N<br>BOG 61IS | Blurton<br>Boggs   | COW 135S<br>CRE 336H | Cowles<br>Creech   | HAL 620W<br>HAM 137T | Halcrow<br>Hamlett | LUD I14M<br>LUS I13R | Ludlam<br>Lusher    | NOB 137T<br>NOR 607T | Noblett<br>Norcott | TER 237T<br>TIS3 NER | Terrettle<br>Tierney |
|                            | <b>EA5I TCR</b><br><i>Easter</i>  | BOR 21IL<br>BOR 220W | Borrill<br>Borrow  | CUR 223Y<br>CUR 213R | Currey<br>Currier  | H41 SEEN<br>HAR 802D | Hansen<br>Harbord  | MAL I13N<br>MAL I10Y | Mallen<br>Malloy    | OLD I1IG<br>OLL I13R | Olding<br>Ollifer  | T155 ARD<br>TON I13R | Tizzard<br>Tonnen    |
|                            | <b>NE14 LES</b><br><i>Neale</i>   | BOY 770N<br>BOR 573R | Boyton<br>Broster  | CUR 213R<br>DAL I10W | Cutler<br>Dallow   | HAR 210W<br>HAY I10E | Harlow<br>Hayhoe   | MAR 213Y<br>MAR 207O | Marley<br>Maroof    | OVE 241L<br>OYS 570N | Overall<br>Oyston  | T00 71IL<br>TOR 213Y | Tootill<br>Torley    |
|                            | <b>PLII MBS</b><br><i>Plumb</i>   | BUG I13R<br>BUL I42D | Bugler<br>Bullard  | DAL I10W<br>DAW I17T | Darlow<br>Davitt   | H41 OCK<br>HEL I73R  | Haylock<br>Hellyer | MAR 217N<br>MCC 471E | Maryllyn<br>Mattin  | PAL I1IG<br>PAR 237T | Pailing<br>Parrett | TUL I37T<br>WAL I1IN | Tullett<br>Wallin    |
|                            | <b>LET 17IA</b><br><i>Letitia</i> | BUL I14S<br>BUL I13R | Bullas<br>Buller   | DEG I11N<br>DEW I1IG | Degnan<br>Dewing   | HER 216K<br>HER 220D | Herrick<br>Herrord | MCC 783E<br>M662 ORY | McCrane<br>McCabe   | PEA 263Y<br>PED 216K | Pearcey<br>Pedrick | WAT I13N<br>WEB 832R | Wathen<br>Webber     |
|                            |                                   | BUR 261N<br>BUR 21IL | Burgin<br>Burrill  | DOR 231F<br>DUN 641D | Dorrell<br>Duncalf | HOL I13Y<br>HOW I16K | Holley<br>Howick   | MCC 411L<br>MCG I13E | McGhee<br>McGill    | P322 OTT<br>PET 21IE | Perrott<br>Petrie  | WOR 231L<br>YOX 41IL | Worrell<br>Yoxall    |

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# de Cad's heroes

Few names are as synonymous with racing car gearboxes as Hewland, but boss Mike found his niche through a combination of tireless hard graft and a stroke of luck

**D**uring the early years of motor-sport, only manufacturers tended to compete. Usually they made the whole car, including the engine and running gear to the back wheels. The transmission was taken for granted and you don't read much about them. Not until the Auto Unions came on the scene did anybody have to dream up a gearbox for a rear-engined racing car.

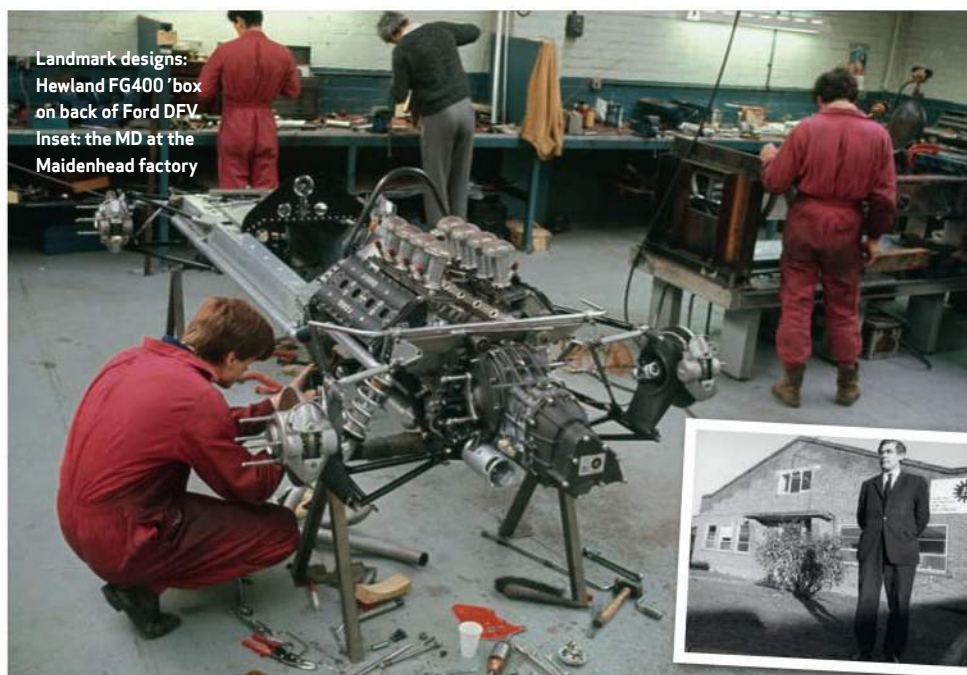
After WW2, things changed dramatically when the idea of small constructors assembling miscellaneous bits and pieces to build their own racers became the norm. Following the success of the Cooper family's Formula Three cars built from Fiat Topolinos, and then their giant-killing F2 and F1 machines with their own frames, there arose an urgent need for rear-engined gearboxes.

Mike Hewland was born in south London in 1922, to a hard-working mother and somewhat useless father. After a move to Feltham, he was obliged to leave school at 14 and start work even though he'd been offered a place at a grammar school. Having completed only one year's apprenticeship at a local engineering company, he found himself in charge of the turning section. Moving around other firms, he picked up skills including gear cutting at Sykes Engineering.

Mike was a car and engine man through and through, and held his hero Sir Harry Ricardo in high esteem. He left ML Aviation in '57 to start Hewland Engineering with four workers in a tatty old shed near Maidenhead station. When metal-plating proved to be a tricky money-making proposition, he switched over to general machining. By chance, the local UDT-Laystall F2 team needed a hand to modify its 'box with a higher top ratio. The word got around that Mike was the man to see and that's how he got started.

Taking a front-drive gearbox and turning it upside-down for rear-engined use was the thing to do. Jack Brabham re-machined an ERSA Citroën casing using Jack Knight mods and, in Australia, Porsche 356 casings were also found to be a better bet. What Mike did was to take a stock VW casing and build special side plates for it. This, his first (MkI) effort, did the job well.

The initial batch was supplied to Eric Broad-



Landmark designs:  
Hewland FG400 'box  
on back of Ford DFV  
Inset: the MD at the  
Maidenhead factory



## MIKE HEWLAND

**Born** 1922 **Died** 2012

**From** London

**Career highlights** Founder of Hewland Engineering Limited, which supplied racing transmissions that became almost standard fitment across myriad formulae

ley for his FJ Lola Mk3s. Tweaks naturally took place – by Hewland's MkIV, the gearchange input had been moved from the centre of the 'box to the rear right-hand side and utilised a Ford Zephyr diff. Altogether, Hewland has built more than 10,000 VW-cased transmissions.

Mike's first 'own casing' unit (the HD5) came out in 1963. By '66, everything was designed and made in-house for his LG500 (Large Gearbox), for Can-Am racers that had to put 600bhp onto the track. By then, Hewland had equipped his new factory with the latest Gleason gear-cutting

machinery, including the all-important bevel cutting for the crownwheel and pinions.

His simple constant-mesh cogs, engaged by sliding dog-rings, made for quick shifts with a remote gearlever, while the back of the unit came off to change all but first very easily.

Mike was as workaholic as a man could get. He'd get home at about 7pm, put his feet up and start drawing on an A4 pad. In 1970, Tony Brooks famously said that Mike was: "A classic example of what a man can achieve from scratch with determination, application and sheer hard work."

Hear, hear, I say, because I know how much I learned on each visit to Maidenhead. Mike was proud of his factory and I got to see the cutting machines in action, the steel hardening plant, grading of gears and 'boxes being assembled.

That knowledge helped me to understand how to make a DG300 last for 24 hours. I'm glad I didn't get the Meccano Outfit No 10 when I was kid. Stripping down a Hewland was much more fun. Thank you, Mike, for the education.



## 1965 FERRARI 275 GTS

One of only 200 Ferrari 275 GTS's built between 1964 and 1966, chassis 06889 was originally finished in this rare and striking colour combination of Bianco paintwork over a Rosso interior. This matching numbers example, complete with full Ferrari Classiche Certification, is ready to be enjoyed.



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## 1963 FERRARI 250 GT LUSSO

Delivered in September 1963 and supplied to its first private owner direct from the factory at Maranello. Originally finished in Grigio Argento coachwork, as it presents today. A matching numbers example with Ferrari Classiche Certification and UK registration.



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1957 PORSCHE 550A SPYDER



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